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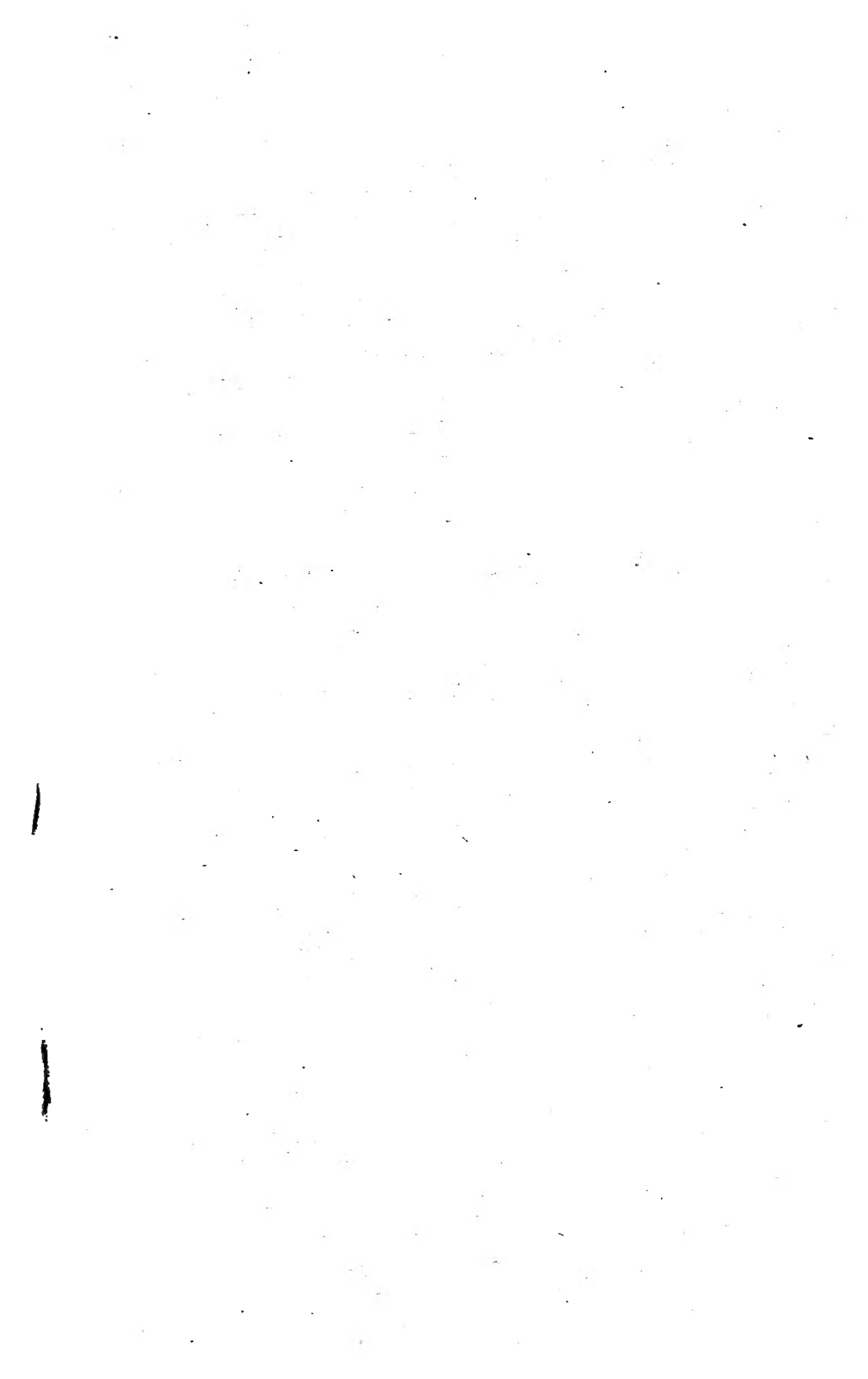
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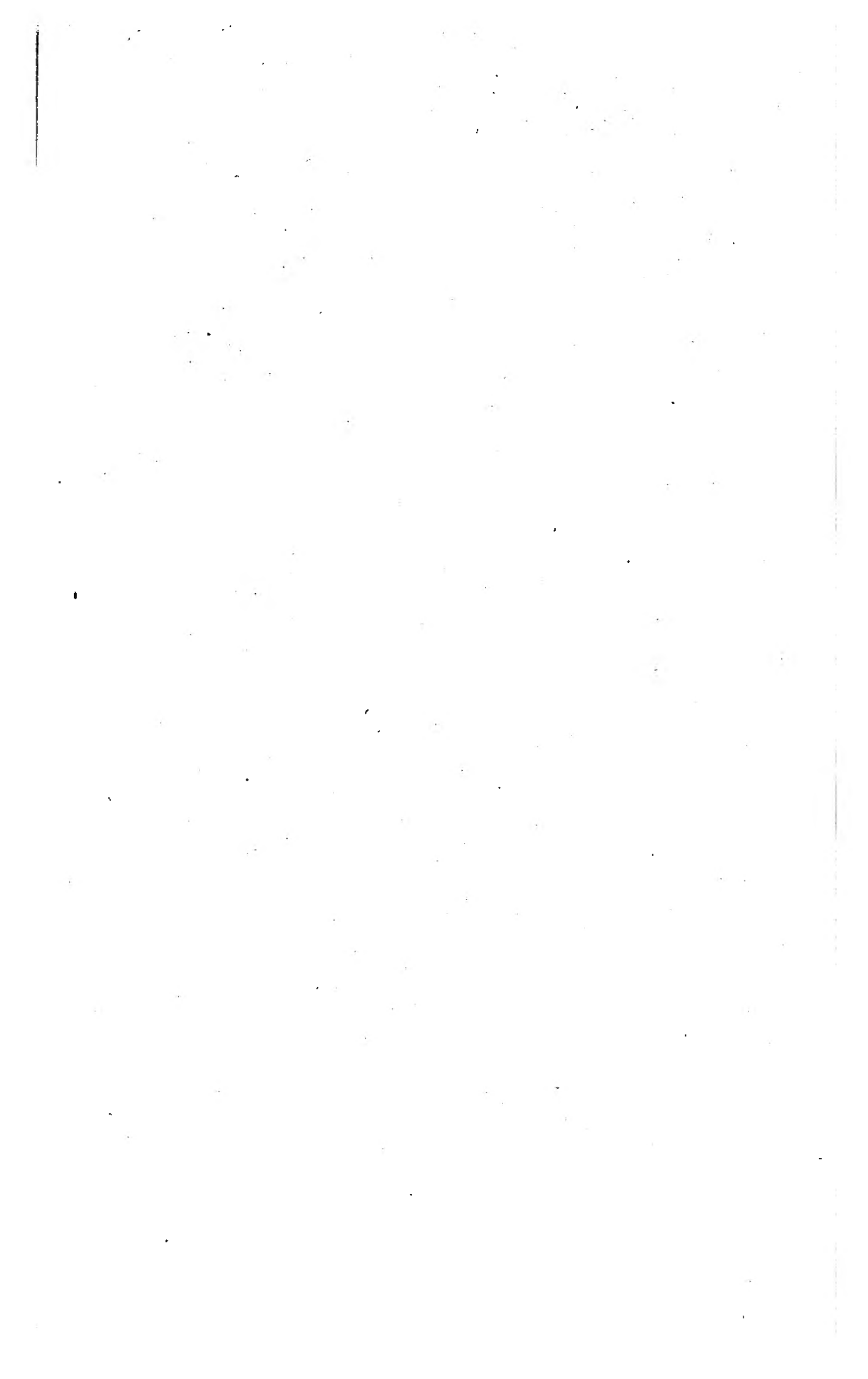
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ACCOUNTS AND PAPERS:

SEVENTY-SEVEN VOLUMES.

— (38.) —

SHIPPING; HARBOURS;
WRECKS AND CASUALTIES.

Session

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1902.

ACCOUNTS AND PAPERS:

1902.

SEVENTY-SEVEN VOLUMES:—CONTENTS OF THE THIRTY-EIGHTH VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for *The House of Commons*.

SHIPPING:

Merchant Shipping, 1901:

- ✓ 329. Tables showing the Progress of Merchant Shipping in the United Kingdom and the principal Maritime Countries. p. 1

Fog Signals:

- ✓ [Cd. 848.] Report of Trinity House Fog Signal Committee on experiments conducted at St. Catherine's Point, Isle of Wight, 1901. 89

General Lighthouse Fund, 1900–1901:

- ✓ 1. Account of the General Lighthouse Fund, showing the Income and Expenditure for the Year ended 31st March 1901. 197
- ✓ 401. Similar Account for the Year ended 31st March 1902. 205

Lighthouses, &c. (Local Inspections):

- ✓ 227. Reports to the Board of Trade by the Trinity House of Deptford Strond, the Commissioners of Northern Lighthouses, and the Commissioners of Irish Lights, of their Inspection of Local Lighthouses, Buoys, and Beacons (in continuation of No. 275 of 1901). 213

Merchant Shipping (Life-saving Appliances):

- ✓ 56. Rules made by the Board of Trade under the Merchant Shipping Act, 1894. 227

Mercantile Marine (Sight Tests):

- ✓ [Cd. 1140.] Report on the Sight Tests used in the Mercantile Marine, for 1901 (in continuation of [Cd. 632], 1901). 243

Merchant Shipping Act, 1894 (Vessels detained):

- ✓ [Cd. 1233.] Return of all British Ships ordered during the period from 1st July 1901 to 30th June 1902, to be provisionally detained as Unsafe for various reasons, giving the Names of the Owners of those Vessels which have been Dismantled, Broken-up, or converted into hulks, &c. (in continuation of [Cd. 734] 1901). 255

Mercantile Cruisers :

- ✓ [Cd. 1379.] Report of the Committee on Mercantile Cruisers. p. 267

Merchant Seamen's Fund :

- ✓ 231. Account of the Receipt and Expenditure under the Seamen's Fund Winding-up Act, during 1901. 273

Mercantile Marine (Seamen Employed) :

- ✓ [Cd. 1342.] Return of the numbers, ages, ratings, and nationalities of the seamen employed 31st day of March 1901, on vessels registered under Part I. of the Merchant Shipping Act, 1894, in the British Isles. 279

Merchant Ships as Armed Cruisers :

- ✓ 218. Return of Merchant Liners under Contract with His Majesty's Government for use as Armed Cruisers in War. 327

Navigation Laws :

- ✓ 338. Return containing a reprint of the Appendix to the Fifth Report from the Select Committee on the Navigation Laws, 1847, entitled "A Comparative View of the Navigation Law of 1660 and 1847." 331

Wages and Effects of Deceased Seamen :

- ✓ 31. Account of the Sums received and paid by the Board of Trade in respect of the Wages and Effects of Deceased Seamen, from the 1st April 1900 to the 31st March 1901. 349

Seamen's Savings Banks, Money Orders, Transmission of Wages :

- ✓ 12. Account of all Deposits Received and Repaid by the Board of Trade on account of Seamen's Savings Banks, during the Year ended 20th November 1900, and of the Interest thereon; of the Number and Amount of Seamen's Money Orders Issued and Paid at Ports in the United Kingdom and at Ports Abroad from 1855 to 31st March 1901; also Statements showing the Receipts and Payments in connection with the Transmission of Seamen's Wages, Home and Foreign, from 1878 to 31st March, 1901. 351
- ✓ 402. Similar Account for the Year ended 20th November 1901. 357

Suez Canal (Commercial, No. 2 (1902)) :

- ✓ [Cd. 1075.] Returns of Shipping and Tonnage, 1899, 1900, and 1901. 363

HARBOURS :

Harwich Harbour :

- ✓ 220. Abstract of the Accounts of the Receipts and Expenditure of the Harwich Harbour Conservancy Board down to the 31st day of March 1902; also an Account of their Credits and Liabilities, with a Report of the Conservancy Board on their Proceedings, and on the Works executed by them, and on the state of Harwich Harbour. 375

Peterhead Harbour :

- ✓ [Cd. 813.] Reports respecting Peterhead Harbour Works (in continuation of [Cd. 412.], 1900). 381
- ✓ [Cd. 1288.] Reports respecting Peterhead Harbour Works (in continuation of [Cd. 813.], 1902). 387

Ramsgate Harbour :

- ✓ 11. Statement of the Receipts and Payments made by the Board of Trade, for the Year ended 31st March 1901; with an Account of the Receipt and Issue of Stores. 393

Piers and Harbours (Provisional Orders) :

- ✓ 86. Report by the Board of Trade of their Proceedings under the General Pier and Harbour Act, 1861 and the General Pier and Harbour Act, 1861, Amendment Act. p. 397
- ✓ 195. Memorandum stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 1) Bill. 405
- ✓ 196. Memorandum stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 2) Bill. 407
- ✓ 202. Memorandum stating the Nature of the Proposals contained in the Provisional Orders included in the Pier and Harbour Provisional Orders (No. 3) Bill. 409
- ✓ 203. Memorandum stating the Nature of the Proposals contained in the Provisional Order included in the Pier and Harbour Orders Confirmation (No. 4) Bill. 411

PILOTAGE :

Pilotage :

- ✓ 312. Abstract of Returns relating to Pilots and Pilotage in the United Kingdom (in continuation of No. 268, of 1901). 413

Pilotage Order Confirmation Bill :

- ✓ 194. Memorandum stating the Nature of the Proposals contained in the Provisional Order included in the Pilotage Provisional Order Bill. 601

WRECKS AND CASUALTIES :

Loss of Life at Sea :

- ✓ [Cd. 1253.] Return showing the lives lost by wreck, drowning, or other accident, in British Merchant Ships registered in the United Kingdom during the Years 1881 and 1891 to 1901 inclusive. 603

Shipping Casualties (1900-1901) :

- ✓ [Cd. 1256.] Abstracts of the Returns made to the Board of Trade of Shipping Casualties which occurred on or near the Coasts or in the Rivers and Harbours of the United Kingdom, from the 1st July 1900 to 30th June 1901 ; also of Shipping Casualties which occurred to British Vessels elsewhere ; and to Foreign Vessels on or near the Coasts or in Rivers and Harbours of British Possessions Abroad ; with Charts and Appendices. 607

Casualties to Ships :

- ✓ 404. Return of Casualties to Ships, showing the date, the name and class of the Ship damaged, the nature of the accident, the number of persons injured, the number of deaths, the result of any inquiry that may have been held into the circumstances, and time in dockyard for repairs, during the year 1901. 823

MERCHANT SHIPPING, 1901.

RETURN to an Order of the Honourable the House of Commons,
dated 5 August 1902 ;—for,

T A B L E S

SHOWING THE

PROGRESS OF MERCHANT SHIPPING

IN THE

UNITED KINGDOM

AND THE

PRINCIPAL MARITIME COUNTRIES.

Board of Trade. }
6 August, 1902.

FRANCIS J. S. HOPWOOD.

(*Mr. Gerald Balfour.*)

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PRELIMINARY NOTES.

NOTE A.—In all the statistics relating to the United Kingdom and the British Colonies and Possessions in the following tables the tonnage of vessels is given *net*. As regards Foreign Countries the practice has not in every case been ascertained, but it is known that the figures relating to the entrances and clearances at the ports of Russia in Europe, Norway, Sweden, Germany, Belgium, France, Italy, and the United States are given in *net* tons, and at the ports of Portugal and Spain in *gross* tons. The figures relating to tonnage on the register of the respective countries are given in *net* tons in the case of Russia in Europe, Norway, Sweden, Denmark, Germany, Holland, Belgium, France, Italy, Austria, Hungary, and China (as also for Japan prior to 1897), and in *gross* tons in the case of Portugal, Spain and the United States (as also for Japan subsequent to 1896).

NOTE B.—The principal additions to these Tables are as follow :—

Pages 16 and 38-41.—Two new tables showing the tonnage entered and cleared with cargoes and in ballast in the foreign trade at the principal British, Foreign and Colonial Ports.

Pages 50-53.—A new table showing the vessels on the register of the United Kingdom, the principal British Possessions and Foreign Countries classified according to their tonnage.

The figures relating to the tonnage of vessels entered and cleared in the foreign trade of the principal maritime countries have been re-arranged so as to show the details given with regard to each country on a single page, and figures have been added relating to the principal British Colonies (*see* pages 17 to 37).

CONTENTS.

No. of Table.	Page.	
		PART I.
		ENTRANCES AND CLEARANCES.
		A.—UNITED KINGDOM.
		I. <i>Foreign Trade, Distinguishing Nationalities.</i> —Tonnage of Sailing and Steam Vessels of different Nationalities entered and cleared in the Foreign Trade at ports in the United Kingdom for a series of years :
1	6-7	(1) With cargoes and in ballast— (a) Sailing and Steam Vessels. (b) Steam Vessels only.
2	8-9	(2) With cargoes only— (a) Sailing and Steam Vessels. (b) Steam Vessels only.
3	10-13	II. <i>Trade with Principal Countries.</i> —Tonnage of Sailing and Steam Vessels entered and cleared, with cargoes and in ballast, at ports in the United Kingdom from and to each of the principal Foreign Countries and British Possessions for a series of years: (a) Entrances. (b) Clearances.
4	14	III. <i>Trade with the United States.</i> —Tonnage of Sailing and Steam Vessels of British, United States, and other nationalities entered and cleared with cargoes and in ballast at Ports in the United Kingdom in the trade with the United States for a series of years.
5	15	IV. <i>Trade with British Possessions.</i> —Tonnage of Sailing and Steam Vessels of British and Foreign nationality entered and cleared with cargoes and in ballast at Ports in the United Kingdom in the trade with British Possessions for a series of years, distinguishing separately the trade with British North America.
6	16	V. <i>Foreign Trade of Principal Ports in the United Kingdom.</i> —Tonnage of Sailing and Steam Vessels entered and cleared with cargoes and in ballast in the foreign trade at the principal ports of the United Kingdom in the years 1899 to 1901, inclusive.
		B.—PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES.
7		I. <i>Foreign Trade, distinguishing National, British and other Ships.</i> —Tonnage of Sailing and Steam Vessels entered and cleared with cargoes and in ballast in the foreign trade of the undermentioned countries and colonies for a series of years, showing the percentage proportion flying National, British and other flags :—
	17	Russia in Europe.
	18	Norway.
	19	Sweden.
	20	Denmark.
	21	Germany.
	22	Holland.
	23	Belgium.
	24	France.
	25	Portugal.
	26	Spain.
	27	Italy.
	28	United States.
	29	Chile.
	30	Argentine Republic.
	31	Japan.
	32	Dominion of Canada.
	33	Newfoundland.
	34	Cape of Good Hope.
	35	Natal.
	36	New Zealand.
	37	Australian Commonwealth.
8	38-41	II. <i>Foreign Trade of the Principal Foreign and Colonial Ports.</i> —Tonnage of Sailing and Steam Vessels entered and cleared with cargoes and in ballast in the foreign trade at the principal Foreign and Colonial ports in the years 1898 to 1900, inclusive.
		C.—BRITISH INDIA.
		Tonnage of Sailing and Steam Vessels entered and cleared with cargoes and in ballast in the Foreign Trade of British India for a series of years :
9	42-43	(1) Distinguishing countries with which trade is carried on— (a) Entrances. (b) Clearances.
10	44-45	(2) Distinguishing nationalities of vessels — (a) Entrances. (b) Clearances.

No. of Table.	Page.	
		PART II.
		TONNAGE OF MERCHANT NAVIES (BRITISH AND FOREIGN).
11	46-49	I. <i>Tonnage on Register</i> .—Tonnage of the Merchant Navies of the British Empire, the United Kingdom, and the principal maritime countries for a series of years : (1) Sailing and Steam Vessels. (2) Steam Vessels only.
12	50-53	II. <i>Vessels on Register Classified according to Tonnage</i> .—Number of Sailing and Steam Vessels of the Merchant Navies of the United Kingdom, the principal British Possessions and Foreign Countries on the Register in 1896 and 1900, classified according to their tonnage. (1) British Empire. (2) Foreign Countries.
13	54	III. <i>Gross Addition of Tonnage to the Register</i> .—Tonnage of Sailing and Steam Vessels added to the Merchant Navies of the United Kingdom and the principal maritime countries for a series of years.
14	55	IV. <i>Wrecks</i> .—Number and Tonnage of Sailing and Steam Vessels belonging to the British Empire, the United Kingdom, and the principal maritime countries which were removed from the register on account of wreck for a series of years.
		V. <i>Tonnage Built</i> .
15	56	(1) Tonnage built in the United Kingdom for a series of years.
16	57	(2) Tonnage built and sold to foreigners, in the United States, for a series of years.
17	58	(3) Tonnage built, bought abroad, and sold to foreigners, in France, for a series of years.
18	59	(4) Tonnage built, bought abroad, and sold to foreigners, in Germany, for a series of years.
		PART III.
		WAGES, NUMBERS EMPLOYED, AND CONDITIONS OF EMPLOYMENT IN THE UNITED KINGDOM.
		A.—WAGES ON FOREIGN-GOING VESSELS.
19	60-63	I. <i>Able Seamen, Firemen, and Trimmers</i> .—Predominant rates of wages paid per month for certain Voyages from the principal ports of the United Kingdom for a series of years :
20	64-65	(1) To able seamen. (2) To firemen and trimmers.
		II. <i>Mates, Engineers, and Petty Officers</i> :
21	66	(1) Predominant rates of wages paid upon sailing and steam vessels registered in the British Islands, distinguishing the tonnages of the vessels for a series of years.
22	67	(1) Sailing Vessels. (2) Steam Vessels.
23	68-72	(2) Maximum, minimum, and predominant Rates of Wages paid in 1900 and 1901 upon sailing and steam vessels registered in the British Islands, distinguishing the various voyages run and the tonnage of vessels.
		B.—NUMBERS EMPLOYED.
24	73	I. <i>Apprentices</i> .—Number of indentures enrolled and cancelled for a series of years.
25	74	II. <i>British and Foreign Persons</i> .—Number of British and Foreign Persons serving in registered sailing and steam vessels of the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades for a series of years.
26	75	III. <i>Proportion per 100 Tons</i> .—Tonnage of Registered Sailing and Steam Vessels belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, Number of Persons employed therein, proportion of Persons to every 100 Tons in each Trade and Class of Vessel for a series of years.
27	76-77	IV. <i>Employment in Small Sailing Vessels</i> .—Number and Tonnage of Sailing Vessels under 300 Tons belonging to the United Kingdom, Isle of Man, and Channel Islands employed in the Home and Foreign Trades, with the Number of Persons employed therein for a series of years.
		V. <i>Analysis of Crews</i> .—Comparative Table showing the constitution of the Crews of certain British Vessels employed in the Foreign Trade of the United Kingdom in the years 1890 and 1900 :
28	78-79	(1) Sailing Vessels.
29	80-81	(2) Steam Vessels.

No. of Table.	Page.	
		PART III.—Continued.
		C.—MISCELLANEOUS.
30	82	I. <i>Relief of Distressed Seamen abroad</i> .—Sums Voted, and Expenditure, on account of Relief of Distressed British Seamen Abroad for a series of years.
31	83	II. <i>Seamen's Savings Banks</i> .—Account of all Deposits Received and Repaid by the Board of Trade, under the Authority of the Seamen's Savings Bank Act, 1868, 19 & 20 Vict. c. 41, for a series of years.
32	83	III. <i>Seamen's Money Orders</i> .—Number and Amount of Seamen's Money Orders issued and paid at Ports in the United Kingdom, and at Ports Abroad, for a series of years.
33	84	IV. <i>Seamen's Wages, Transmission of</i> .—Receipts and Payments in connection with the transmission of Seamen's Wages for a series of years.
		PART IV.
		SUEZ CANAL TRAFFIC.
		Number and Tonnage of Vessels that passed through the Suez Canal for a series of years :
34	85	(1) From 1870 to 1901.
35	86-87	(2) From 1869 to 1901, distinguishing nationalities.

Commercial, Labour and Statistical Department
Board of Trade,
Whitehall Gardens, London, S.W.
August, 1902.

A. E. BATEMAN.

PART I.

FOREIGN TRADE OF UNITED KINGDOM, DISTINGUISHING NATIONALITIES.

TABLE, No. 1.—TONNAGE OF SAILING AND STEAM VESSELS of different NATIONALITIES
for a series

1. With Cargoes and in Ballast.

(a) Sailing and Steam Vessels.

NATIONALITY.	1840.	1850.	1860.	1870.	1880.	1890.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS	6,490,485	9,442,544	13,914,923	25,072,190	41,348,984	53,973,112	1
FOREIGN SHIPS:—							
American (U.S.)	-	-	2,981,697	1,265,902	1,006,388	291,933	2
Austro-Hungarian	-	-	344,117	388,938	329,292	117,831	3
Belgian	-	-	132,133	318,952	533,557	873,109	4
Danish	-	-	759,987	753,070	1,384,699	1,854,002	5
Dutch	-	-	567,390	531,837	1,170,463	1,900,891	6
French	-	-	913,336	1,105,951	1,743,042	1,686,974	7
German	-	-	2,314,255	1,768,433	3,173,835	4,392,955	8
Italian	-	-	303,414	935,043	1,125,270	444,187	9
Norwegian	-	-	1,456,764	2,774,348	4,051,768	5,000,801	10
Russian	-	-	282,611	619,255	607,902	551,123	11
Spanish	-	-	142,836	312,446	635,996	1,276,060	12
Swedish	-	-	449,507	684,729	1,508,821	1,575,812	13
Other Countries	-	-	126,322	114,098	116,046	345,079	14
[TOTAL FOREIGN	2,949,182	5,062,520	10,774,369	11,568,002	17,387,079	20,310,757	15
TOTAL BRITISH AND FOREIGN	9,439,667	14,505,064	24,689,292	36,640,182	58,736,063	74,283,869	16
PROPORTION PER CENT. OF BRITISH TO TOTAL TONNAGE	68·8	65·1	56·4	68·4	70·4	72·7	17

(b) Steam Vessels only.

NATIONALITY.	1840.	1850.	1860.	1870.	1880.	1890.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS	663,048	1,802,955	4,186,620	13,341,058	30,976,037	49,023,775	1
FOREIGN SHIPS:—							
American (U.S.)	-	-	8,809	4,852	139,070	110,003	2
Austro-Hungarian	-	-	300	6,746	501	45,725	3
Belgian	-	-	58,849	290,615	529,170	869,196	4
Danish	-	-	29,529	101,053	643,924	1,308,913	5
Dutch	-	-	123,242	165,490	940,558	1,727,463	6
French	-	-	44,025	150,745	996,866	1,319,491	7
German	-	-	389,318	446,765	1,438,467	3,401,727	8
Italian	-	-	432	8,903	12,827	104,454	9
Norwegian	-	-	18,115	28,517	201,897	1,169,550	10
Russian	-	-	22,696	102,856	55,613	168,612	11
Spanish	-	-	17,235	185,869	562,116	1,234,123	12
Swedish	-	-	16,165	63,166	650,973	885,017	13
Other Countries	-	-	31,737	30,095	55,903	316,960	14
TOTAL FOREIGN	128,507	406,892	780,853	1,731,273	6,237,905	12,661,234	15
TOTAL BRITISH AND FOREIGN	791,555	2,209,847	4,967,473	15,072,331	37,213,942	61,685,009	16
PROPORTION PER CENT. OF BRITISH TO TOTAL TONNAGE	83·8	81·6	84·3	88·5	83·2	79·5	17

ENTRANCES AND CLEARANCES.

FOREIGN TRADE OF UNITED KINGDOM, DISTINGUISHING NATIONALITIES.

Entered and Cleared in the Foreign Trade at Ports in the UNITED KINGDOM
of years.

1. With Cargoes and in Ballast.

(a) Sailing and Steam Vessels.

	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	58,691,926	62,064,335	64,426,545	64,216,728	65,648,989*	62,710,836*	62,789,841*
2	656,525	768,597	710,950	314,445	569,979	559,552	501,514
3	209,792	237,818	273,942	247,790	413,229	491,222	434,375
4	1,089,482	1,179,646	1,352,450	1,404,946	1,474,438	1,601,606	1,616,082
5	1,951,736	2,265,153	2,579,530	2,614,124	3,375,632	3,494,797	3,392,959
6	2,307,034	2,470,138	2,522,509	2,614,124	2,950,447	3,213,767	3,355,231
7	1,838,743	1,805,638	2,112,648	2,027,726	2,535,136	2,822,375	3,124,681
8	3,888,642	3,823,168	4,046,221	4,539,912	5,238,057	6,027,208	5,432,013
9	336,312	279,237	501,526	643,936	1,087,806	1,408,078	1,076,285
10	5,264,844	5,883,467	6,362,542	6,604,968	7,442,597	7,661,571	8,000,000
11	645,247	693,455	688,678	790,387	803,547	1,179,497	1,104,075
12	1,327,394	1,354,003	1,471,597	1,377,669	2,006,440	2,706,247	2,900,356
13	1,994,362	2,236,382	2,531,342	2,728,160	3,318,348	3,597,198	3,632,657
14	337,135	401,385	618,383	624,262	818,242	1,045,739	1,105,212
15	21,847,248	23,396,067	25,772,318	26,747,238	32,133,898	35,812,857	34,561,172
16	80,539,174	85,462,422	90,198,863	90,963,966	97,782,887*	96,523,698*	97,351,013*
17	72.9	72.6	71.4	70.6	67.1	63.7	64.5

(b) Steam Vessels only.

	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	54,899,980	58,809,349	61,372,033	61,395,898	63,119,670*	60,302,653*	60,599,256*
2	574,050	722,123	659,134	290,202	539,851	535,941	453,764
3	180,199	222,521	266,061	259,930	407,254	484,934	517,255
4	1,087,762	1,177,845	1,351,872	1,403,895	1,472,356	1,599,072	1,613,163
5	1,513,227	1,845,106	2,174,642	2,436,723	2,955,500	3,112,715	3,054,059
6	2,166,064	2,319,509	2,362,597	2,471,668	2,812,882	3,064,328	3,189,270
7	1,533,968	1,514,625	1,725,705	1,655,932	2,097,029	2,406,763	2,570,597
8	3,131,770	3,173,421	3,440,903	3,993,784	4,692,947	5,471,614	4,956,272
9	69,017	82,736	308,483	440,595	1,000,091	1,205,260	929,260
10	2,012,001	2,683,598	3,229,400	3,647,988	4,634,663	4,839,315	4,908,166
11	211,603	248,102	256,578	321,791	448,465	669,307	644,847
12	1,312,981	1,334,253	1,452,567	1,355,826	1,988,475	2,693,776	2,783,627
13	1,203,439	1,522,026	1,856,596	2,072,320	2,674,026	2,912,456	3,012,384
14	311,596	383,537	596,369	595,188	794,367	1,001,307	1,047,053
15	15,407,688	17,229,462	19,680,996	20,920,892	26,425,112	29,996,788	29,379,717
16	70,307,668	76,033,751	81,053,029	82,316,790	89,544,782*	90,299,441*	89,978,967*
17	78.1	77.3	75.7	74.6	70.5	66.8	67.3

* In addition to the tonnage above stated, the tonnage of the British vessels employed by the Government for the conveyance of troops, stores, &c., from and to South Africa that entered and cleared at Ports in the United Kingdom was 383,931 tons in 1899; 1,571,969 tons in 1900, and 1,261,391 tons in 1901.

FOREIGN TRADE OF UNITED KINGDOM, DISTINGUISHING NATIONALITIES—*continued.*TABLE, No. 2.—TONNAGE of SAILING and STEAM VESSELS of different NATIONALITIES
for a series

2. With Cargoes only.

(a) Sailing and Steam Vessels.

NATIONALITY.	1840.	1850.	1860.	1870.	1880.	1890.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS - - - -	5,216,159	8,039,806	12,119,454	22,243,039	35,885,868	46,406,250	1
FOREIGN SHIPS:—							
American (U.S.) - - -	829,052	1,215,225	2,784,381	1,134,215	882,277	272,735	2
Austro-Hungarian - - -	*	*	316,511	356,701	260,923	100,914	3
Belgian - - - - -	77,015	71,775	112,537	305,384	461,078	696,121	4
Danish - - - - -	199,839	285,263	618,681	623,798	1,159,572	1,435,616	5
Dutch - - - - -	115,544	240,444	445,556	436,214	1,049,377	1,768,904	6
French - - - - -	196,677	369,624	616,410	785,658	1,133,630	1,271,181	7
German - - - - -	*	*	1,797,747	1,433,595	2,576,819	3,354,754	8
Italian - - - - -	*	*	275,688	611,903	884,206	364,321	9
Norwegian - - - - -	169,842	301,554	948,212	1,975,575	2,914,407	3,792,739	10
Russian - - - - -	105,348	163,254	242,673	599,443	470,336	456,621	11
Spanish - - - - -	15,228	46,328	126,181	293,800	584,721	1,154,390	12
Swedish - - - - -	52,563	125,649	366,700	591,985	1,310,707	1,448,559	13
Other Countries - - -	520,566	1,132,140	115,187	94,370	106,029	263,070	14
TOTAL FOREIGN - - -	2,281,674	3,961,366	8,718,464	9,381,641	13,792,062	16,422,825	15
TOTAL BRITISH AND FOREIGN - - -	7,497,833	12,020,674	20,837,918	31,624,680	49,678,950	62,836,075	16
PROPORTION PER CENT. OF BRITISH TO TOTAL TONNAGE - - -	69.6	66.9	58.2	70.3	72.2	73.9	17

* Included in "Other Countries."

(b) Steam Vessels only.

NATIONALITY.	1860.	1870.	1880.	1890.	1895.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
BRITISH SHIPS - - - -	3,976,852	11,825,002	27,052,131	42,127,266	46,622,721	1
FOREIGN SHIPS:—						
American (U.S.) - - -	8,809	4,552	139,070	106,558	573,979	2
Austro-Hungarian - - -	300	6,704	None	30,532	148,861	3
Belgian - - - - -	58,849	288,095	457,338	592,984	931,239	4
Danish - - - - -	29,652	92,561	536,417	1,029,044	1,160,301	5
Dutch - - - - -	122,838	161,062	875,774	1,645,283	2,080,578	6
French - - - - -	42,699	506,073	572,776	984,550	1,160,163	7
German - - - - -	344,959	599,573	1,149,645	2,523,635	2,335,839	8
Italian - - - - -	432	3,765	7,796	67,819	56,470	9
Norwegian - - - - -	18,115	27,952	138,276	917,105	1,588,960	10
Russian - - - - -	20,717	98,561	49,697	145,218	187,979	11
Spanish - - - - -	37,088	180,119	518,726	1,114,086	1,123,912	12
Swedish - - - - -	16,165	62,556	593,175	525,392	1,141,261	13
Other Countries - - -	27,541	19,138	20,053	287,177	210,511	14
TOTAL FOREIGN - - -	728,164	1,551,640	5,071,923	10,322,494	12,700,053	15
TOTAL BRITISH AND FOREIGN - - -	4,705,016	13,376,642	32,124,056	52,455,760	59,322,774	16
PROPORTION PER CENT. OF BRITISH TO TOTAL TONNAGE - - -	84.5	88.4	84.2	80.3	78.6	17

FOREIGN TRADE OF UNITED KINGDOM DISTINGUISHING NATIONALITIES—*contd.*

Entered and Cleared in the Foreign Trade at PORTS in the UNITED KINGDOM of years.

2. With Cargoes only.

(a) Sailing and Steam Vessels.

	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
I	49,925,555	52,355,651	53,440,953	53,131,169	54,421,644	52,332,155	52,956,027
2	649,254	747,688	686,279	297,087	555,117	548,186	476,661
3	171,640	193,610	226,500	184,481	297,516	331,364	350,618
4	932,413	968,664	1,053,647	1,088,606	1,167,126	1,294,410	1,336,385
5	1,629,770	1,789,356	1,917,944	2,030,933	2,368,062	2,454,537	2,441,515
6	2,196,172	2,293,295	2,312,582	2,331,563	2,572,315	2,764,228	2,903,500
7	1,390,261	1,376,682	1,594,550	1,497,017	1,895,326	2,027,654	2,167,391
8	2,935,749	2,868,803	3,042,043	3,400,000	3,785,898	4,361,507	3,898,291
9	260,235	221,658	353,606	440,418	813,643	1,041,354	832,619
10	3,954,484	4,395,254	4,796,161	4,950,270	5,599,909	5,700,197	5,922,099
11	545,549	586,425	583,769	657,158	751,542	992,022	915,132
12	1,136,220	1,140,573	1,264,022	1,176,518	1,585,435	2,236,992	2,286,063
13	1,769,801	1,951,542	2,178,231	2,305,338	2,752,284	2,988,239	2,997,764
14	231,556	293,696	494,140	478,768	638,439	795,299	851,475
15	17,705,104	18,827,236	20,503,474	20,847,277	24,792,552	27,525,989	26,699,513
III	67,630,659	71,182,887	73,944,427	73,978,446	79,214,186	79,858,144	79,655,540
17	73·8	73·6	72·3	71·8	68·7	65·5	60·5

(b) Steam Vessels only.

	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
I	49,519,209	50,746,877	50,748,534	52,237,317	50,226,921	51,124,392
2	707,128	645,845	273,883	533,076	531,394	449,380
3	180,892	218,864	179,668	285,791	328,299	347,890
4	967,332	1,063,338	1,067,935	1,166,494	1,292,113	1,333,709
5	1,433,146	1,571,161	1,703,019	2,033,651	2,136,978	2,155,401
6	2,175,275	2,193,525	2,237,501	2,470,331	2,648,473	2,792,454
7	1,159,766	1,332,246	1,249,131	1,599,320	1,745,694	1,830,828
8	2,367,499	2,570,699	3,003,878	3,364,892	3,940,999	3,531,977
9	50,340	191,144	310,027	672,450	881,663	720,406
10	2,042,079	2,500,785	2,812,484	3,527,673	3,657,750	3,602,415
11	1,121,980	1,244,992	1,158,437	1,569,710	2,224,885	2,273,029
12	1,300,709	1,560,010	1,716,957	2,142,323	2,356,764	2,433,179
14	278,707	476,694	457,096	617,800	754,634	803,007
15	13,993,759	15,775,875	16,459,881	20,351,615	23,056,079	22,609,310
16	63,512,968	66,522,752	67,208,415	72,588,932	73,282,900	73,933,702
17	78·0	76·3	75·5	72·0	68·5	69·1

TRADE OF UNITED KINGDOM WITH PRINCIPAL COUNTRIES.

TABLE, No. 3.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and
and BRITISH POSSESSIONS in each of

(a) Entrances - - - - -

COUNTRIES WHENCE ENTERED.	1892.	1893.	1894.	1895.	
FOREIGN COUNTRIES:—	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
Russia: Northern Ports - - - - -	1,406,221	1,474,556	1,759,443	1,764,844	1
Southern Ports - - - - -	509,439	850,572	1,312,607	1,187,177	2
Sweden - - - - -	1,679,890	1,657,781	1,780,712	1,694,440	3
Norway - - - - -	1,464,744	1,407,358	1,429,512	1,393,445	4
Denmark (including Iceland and Greenland) -	624,760	609,987	589,304	601,670	5
Germany - - - - -	3,858,575	3,836,265	3,912,243	4,206,112	6
Holland - - - - -	3,596,941	3,695,201	4,226,304	4,322,917	7
Belgium - - - - -	2,371,360	2,491,785	2,806,299	2,865,186	8
France - - - - -	5,205,673	5,192,668	5,232,382	4,845,290	9
Algeria - - - - -	176,220	140,492	174,028	179,744	10
Portugal - - - - -	151,023	148,108	149,004	139,743	11
Spain - - - - -	2,553,786	2,623,977	2,790,781	2,753,237	12
Italy - - - - -	326,524	322,739	214,167	213,165	13
Austria-Hungary - - - - -	46,509	69,250	93,179	86,060	14
Greece - - - - -	120,508	134,847	147,597	168,456	15
Roumania - - - - -	260,962	430,286	418,376	213,782	16
Turkish Dominions (except Egypt) - - -	325,666	290,881	261,118	364,570	17
Egypt - - - - -	441,899	372,349	412,966	418,336	18
Japan - - - - -	85,098	72,610	18,345	37,696	19
United States of America:					
Ports on the Atlantic - - - - -	5,831,981	4,829,647	5,150,612	4,966,163	20
Ports on the Pacific - - - - -	306,406	476,097	376,306	477,829	21
Mexico, Foreign West Indies, and Central America -	50,576	60,646	75,041	62,251	22
Chile - - - - -	259,206	217,192	227,628	231,335	23
Brazil - - - - -	139,248	158,287	159,557	161,391	24
Argentine Republic - - - - -	449,692	477,466	717,755	1,138,366	25
Other Countries in South America - - -	159,389	206,496	196,578	193,051	26
Other Foreign Countries - - - - -	563,945	515,036	493,373	470,969	27
TOTAL FOREIGN COUNTRIES - -	32,967,041	32,762,479	35,105,217	35,157,225	28
BRITISH POSSESSIONS (including Protectorates):					
Channel Islands - - - - -	421,905	376,524	414,632	391,001	29
Gibraltar, Malta, and Gozo - - - - -	24,624	14,078	10,267	12,838	30
West Africa - - - - -	79,977	82,846	116,387	143,134	31
Cape of Good Hope - - - - -	163,053	240,411	269,968	308,490	32
Natal - - - - -	94,244	37,740	33,172	31,403	33
British India - - - - -	1,294,145	1,095,617	1,179,180	1,204,558	34
Australia - - - - -	513,046	542,719	610,131	702,502	35
New Zealand - - - - -	259,841	231,497	239,741	249,710	36
Dominion of Canada - - - - -	1,561,593	1,461,232	1,435,261	1,380,451	37
Newfoundland and Coast of Labrador - -	30,754	26,557	35,591	49,609	38
British West India Islands - - - - -	103,034	96,797	118,974	106,599	39
Other Possessions - - - - -	159,647	173,442	249,478	264,171	40
TOTAL BRITISH POSSESSIONS - -	4,706,863	4,379,469	4,712,802	4,844,466	41
TOTAL FOREIGN COUNTRIES AND BRITISH POSSESSIONS - -	37,672,904	37,141,938	39,818,019	40,001,691	42

TRADE OF UNITED KINGDOM WITH PRINCIPAL COUNTRIES.

in Ballast at Ports in the UNITED KINGDOM from and to each of the Principal FOREIGN COUNTRIES
the Years 1892-1901.

(a) Entrances.

	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	1,809,889	1,784,327	1,700,423	1,836,052	1,994,830	1,940,948
2	844,667	632,722	631,034	597,748	525,108	551,815
3	1,828,201	1,868,367	1,856,786	2,039,112	2,030,758	1,879,181
4	1,502,105	1,631,326	1,608,794	1,770,021	1,697,536	1,741,725
5	601,820	729,018	936,748	1,159,365	960,470	910,237
6	4,103,627	4,557,693	4,419,843	5,187,608	5,198,852	5,099,181
7	4,785,582	5,102,460	4,786,266	5,415,668	5,697,040	5,528,816
8	3,072,741	3,257,767	3,304,103	3,696,768	3,728,683	3,823,243
9	5,037,768	5,631,619	5,793,714	5,833,804	6,463,160	6,094,660
10	172,101	223,508	240,560	241,476	204,584	210,799
11	136,743	159,881	149,623	235,000	242,190	245,324
12	3,218,027	3,379,259	3,145,009	3,842,812	3,539,317	3,127,159
13	281,315	335,648	370,600	595,722	604,357	420,314
14	85,323	108,328	90,713	102,098	117,111	121,878
15	198,912	213,718	195,385	206,156	189,409	183,665
16	282,687	235,383	261,806	217,663	126,246	374,216
17	235,305	314,016	248,656	233,632	270,382	351,382
18	390,005	403,831	424,313	464,245	420,651	415,452
19	65,403	102,680	299,752	257,960	315,134	527,206
20	6,018,920	6,729,660	6,861,810	6,905,885	6,923,881	7,190,183
21	418,452	432,102	422,004	268,492	439,111	376,274
22	92,643	89,082	118,990	138,751	94,180	89,134
23	256,807	211,118	214,179	227,260	217,906	187,539
24	213,789	224,606	142,179	130,238	183,706	168,545
25	1,183,523	781,910	1,050,843	1,252,664	1,205,126	861,406
26	181,304	178,925	195,634	190,290	171,761	191,856
27	469,850	474,921	423,387	500,101	475,087	480,298
28	37,587,659	39,679,866	39,790,216	43,477,285	44,009,055	42,973,032
29	430,589	454,937	467,897	423,811	406,418	409,034
30	11,664	11,745	36,051	36,035	19,891	51,722
31	129,253	134,978	130,566	157,455	158,113	169,356
32	275,360	368,523	34,280	72,554	125,910	259,771
33	96,404	93,576	328,045	271,997	358,514	235,317
34	1,016,841	1,007,621	1,319,935	1,260,195	1,049,295	1,161,933
35	584,118	579,375	641,119	755,801	738,654	614,200
36	224,446	236,998	234,488	253,147	241,391	278,486
37	1,669,091	2,012,748	2,021,374	1,916,794	1,915,044	1,765,035
38	101,100	48,790	38,998	72,281	20,580	63,207
39	107,445	75,260	63,919	77,071	62,637	113,876
40	302,466	228,912	118,456	96,992	117,374	117,717
41	4,889,800	5,243,463	5,335,128	5,399,633	5,213,751	5,627,984
42	42,477,459	44,923,329	45,125,344	48,875,818*	49,222,806*	48,601,016*

* See note (*) on page 7.

B 2

TRADE OF UNITED KINGDOM WITH PRINCIPAL COUNTRIES.

TABLE, No. 3.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and
and BRITISH POSSESSIONS in each of

(b) Clearances - - - - -

COUNTRIES TO WHICH CLEARED.	1892.	1893.	1894.	1895.	
FOREIGN COUNTRIES:—	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
Russia: Northern Ports - - - - -	1,293,853	1,527,354	1,619,874	1,547,739	1
Southern Ports - - - - -	222,495	272,390	294,374	250,694	2
Sweden - - - - -	1,519,855	1,495,768	1,630,379	1,578,900	3
Norway - - - - -	1,431,046	1,359,439	1,471,159	1,432,289	4
Denmark (including Iceland and Greenland) -	1,241,339	1,223,940	1,251,140	1,343,345	5
Germany - - - - -	3,639,444	3,632,169	3,749,554	3,939,097	6
Holland - - - - -	2,128,952	2,069,211	2,172,743	2,156,203	7
Belgium - - - - -	1,624,184	1,598,367	1,716,285	1,872,877	8
France - - - - -	4,528,562	4,297,822	4,432,516	4,543,836	9
Algeria - - - - -	162,802	166,128	214,517	217,691	10
Portugal - - - - -	357,575	338,600	376,430	360,006	11
Spain - - - - -	1,504,275	1,698,166	1,965,421	1,832,376	12
Italy - - - - -	2,279,904	2,325,770	2,720,818	2,573,082	13
Austria-Hungary - - - - -	169,907	163,343	181,194	199,198	14
Greece - - - - -	150,574	121,130	189,520	181,253	15
Roumania - - - - -	185,934	218,549	222,808	220,796	16
Turkish Dominions (except Egypt) - -	363,257	495,310	548,861	482,413	17
Egypt - - - - -	938,300	843,284	956,886	945,769	18
Japan - - - - -	47,060	83,401	130,273	136,858	19
United States of America:					
Ports on the Atlantic - - - - -	4,804,932	4,324,279	4,831,562	4,301,125	20
Ports on the Pacific - - - - -	243,534	256,957	184,034	334,702	21
Mexico, Foreign West Indies, and Central America -	432,930	365,455	390,577	389,947	22
Chile - - - - -	327,944	320,941	390,889	424,961	23
Brazil - - - - -	855,010	803,664	927,491	944,108	24
Argentine Republic - - - - -	628,344	602,405	735,766	735,138	25
Other Countries in South America - -	386,326	438,348	460,933	489,888	26
Other Foreign Countries - - - - -	762,162	755,112	843,762	915,257	27
TOTAL FOREIGN COUNTRIES - -	32,218,520	31,817,282	34,509,766	34,349,448	28
BRITISH POSSESSIONS (including Protectorates):					
Channel Islands - - - - -	373,842	367,118	408,228	391,457	29
Gibraltar, Malta, and Gozo - - - - -	389,638	400,600	459,346	427,889	30
West Africa - - - - -	102,217	104,394	136,446	151,670	31
Cape of Good Hope - - - - -	396,248	381,242	409,541	457,218	32
Natal - - - - -	176,400	176,959	193,580	214,420	33
British India - - - - -	1,384,529	1,233,514	1,530,024	1,485,483	34
Australia - - - - -	725,260	603,071	702,196	717,532	35
New Zealand - - - - -	125,922	140,086	159,854	138,764	36
Dominion of Canada - - - - -	1,211,881	1,188,405	1,149,906	1,109,343	37
Newfoundland and Coast of Labrador -	42,793	46,673	63,246	63,359	38
British West India Islands - - - - -	291,974	273,854	281,856	266,896	39
Other Possessions - - - - -	755,027	737,711	714,353	763,904	40
TOTAL BRITISH POSSESSIONS - -	5,975,731	5,673,627	6,208,574	6,188,035	41
TOTAL FOREIGN COUNTRIES AND BRITISH POSSESSIONS - -)	38,194,251	37,490,909	40,718,340	40,537,483	42

TRADE OF UNITED KINGDOM WITH PRINCIPAL COUNTRIES.

in Ballast at Ports in the UNITED KINGDOM from and to each of the Principal FOREIGN COUNTRIES
the Years 1892-1901—continued.

- - - - - (b) Clearances.

	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1	1,644,579	1,735,329	1,822,235	2,310,852	2,166,315	1,866,637
2	231,159	230,404	350,606	460,822	493,846	391,218
3	1,713,814	1,798,705	1,851,401	2,137,880	2,161,168	2,056,082
4	1,480,231	1,554,071	1,487,593	1,560,123	1,584,879	1,569,778
5	1,361,366	1,486,068	1,486,107	1,480,324	1,517,962	1,548,547
6	4,118,810	4,336,213	4,304,473	4,448,880	4,867,669	4,673,578
7	2,414,473	2,502,477	2,439,124	2,807,565	3,101,172	2,747,321
8	1,962,470	2,077,537	2,223,787	2,351,593	2,530,931	2,421,703
9	4,798,096	5,166,690	5,243,715	5,890,513	6,502,624	5,838,096
10	223,229	258,345	256,568	261,337	271,952	243,996
11	365,743	302,300	369,391	374,707	365,542	365,858
12	2,046,639	1,849,892	1,555,284	2,081,878	1,694,898	1,790,531
13	2,466,198	2,719,467	2,634,704	3,034,745	2,914,914	3,116,894
14	197,564	251,312	255,907	252,098	235,725	229,602
15	181,458	198,675	186,418	234,470	177,746	259,498
16	218,117	236,589	204,459	166,797	81,378	135,434
17	462,426	478,426	368,940	380,962	319,099	317,221
18	1,057,557	1,094,539	1,126,328	1,195,467	1,062,926	1,154,046
19	243,826	249,217	413,906	423,328	479,670	442,689
20	5,233,669	5,996,773	6,854,261	6,280,856	6,207,612	6,676,393
21	122,155	147,204	135,374	149,195	90,059	183,263
22	405,261	426,152	305,894	343,455	314,556	244,949
23	347,349	362,029	363,096	372,053	332,344	379,301
24	1,040,099	975,700	817,249	798,247	747,660	693,998
25	799,799	655,507	864,760	983,003	857,335	981,495
26	471,848	453,234	531,788	512,507	467,883	546,482
27	1,040,897	1,153,869	1,302,099	1,461,467	1,524,592	1,443,042
28	36,658,631	38,735,787	39,755,464	42,737,954	43,062,457	42,317,697
29	427,611	446,349	449,821	412,881	407,070	384,262
30	375,079	470,101	474,271	415,468	471,642	407,389
31	155,161	151,989	168,733	172,930	170,353	191,683
32	633,361	571,362	272,909	424,300	476,739	637,062
33	251,868	325,743	228,127	259,118	482,203	361,006
34	1,325,072	1,137,901	1,217,821	1,265,019	1,099,082	1,131,992
35	687,919	755,819	671,647	712,998	782,715	842,365
36	158,344	131,401	209,175	216,572	221,879	239,124
37	1,331,959	1,537,050	1,664,962	1,564,537	1,558,220	1,511,439
38	49,382	94,922	63,433	81,182	61,343	55,643
39	243,486	239,498	141,118	125,911	121,463	157,799
40	687,090	677,612	533,141	518,099	498,721	512,616
41	6,326,332	6,539,747	6,083,158	6,169,015	6,238,430	6,432,300
42	42,984,963	45,275,534	45,838,623	48,906,969*	49,300,887*	48,749,997*

* See note (*) on page 7.

TRADE OF UNITED KINGDOM WITH THE UNITED STATES.

TABLE, No. 4.—TONNAGE of Sailing and Steam Vessels of BRITISH, UNITED STATES, and other Nationalities Entered and Cleared with Cargoes and in Ballast at Ports in the UNITED KINGDOM in the TRADE with the UNITED STATES, in each of the Years 1853–1901.

YEARS.	BRITISH VESSELS.	UNITED STATES VESSELS.	VESSELS OF OTHER COUNTRIES.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1853	912,038	1,622,512	94,737	2,629,287
1854	780,142	1,908,004	89,937	2,778,083
1855	482,298	1,896,817	51,501	2,430,616
1856	715,004	2,252,541	87,513	3,055,058
1857	690,442	1,878,378	62,985	2,631,805
1858	602,727	1,901,037	111,516	2,615,280
1859	823,091	1,703,792	125,357	2,652,240
1860	1,025,922	2,339,101	178,134	3,543,157
1861	1,149,554	2,288,725	275,346	3,713,625
1862	941,773	1,743,654	366,055	3,051,482
1863	1,196,261	949,677	337,676	2,483,614
1864	1,261,166	680,654	197,263	2,139,083
1865	1,246,280	487,339	158,772	1,892,391
1866	1,868,704	747,629	317,740	2,934,073
1867	2,033,105	769,975	294,275	3,097,355
1868	2,137,990	729,365	370,371	3,237,726
1869	2,505,581	681,623	381,278	3,568,482
1870	2,675,396	832,628	299,585	3,807,609
1871	3,461,079	1,152,267	653,232	5,266,578
1872	3,623,527	541,954	917,997	5,083,478
1873	3,912,827	686,891	1,455,233	6,054,951
1874	3,900,553	766,518	1,648,429	6,315,500
1875	3,983,380	794,771	1,364,339	6,142,490
1876	4,504,919	1,072,630	2,045,302	7,622,851
1877	4,632,322	902,836	1,951,984	7,487,142
1878	5,948,855	833,473	2,224,516	9,006,844
1879	7,016,255	692,239	1,747,967	9,456,461
1880	7,613,795	653,858	1,816,075	10,083,728
1881	7,263,171	648,636	1,439,612	9,351,419
1882	6,453,268	545,982	1,119,488	8,118,738
1883	7,111,428	472,902	1,190,038	8,774,368
1884	6,815,336	307,970	897,419	8,020,725
1885	7,011,800	409,337	888,103	8,309,240
1886	7,328,181	322,396	733,397	8,383,964
1887	7,415,454	257,309	620,224	8,292,987
1888	6,834,021	190,146	555,859	7,580,026
1889	7,863,575	264,819	654,442	8,782,836
1890	8,219,872	259,965	849,883	9,329,720
1891	8,752,190	262,158	904,665	9,909,013
1892	9,971,550	187,190	1,028,113	11,186,853
1893	8,663,043	452,847	771,090	9,886,980
1894	9,203,793	491,337	847,386	10,542,516
1895	8,571,809	618,201	889,809	10,079,819
1896	10,038,052	750,899	1,004,245	11,793,196
1897	11,467,317	690,839	1,148,583	13,306,739
1898	12,567,095	302,706	1,323,708	14,193,509
1899	11,721,687	548,981	1,233,764	13,504,432
1900	11,640,114	549,025	1,471,524	13,660,663
1901	12,626,874	479,464	1,319,770	14,426,108

TRADE OF UNITED KINGDOM WITH BRITISH POSSESSIONS.

TABLE, No. 5.—TONNAGE of Sailing and Steam Vessels of BRITISH and FOREIGN Nationality Entered and Cleared with Cargoes and in Ballast at Ports in the UNITED KINGDOM in the Trade with BRITISH POSSESSIONS, in each of the Years 1851–1901, distinguishing separately the trade with BRITISH NORTH AMERICA.

YEARS.	ALL BRITISH POSSESSIONS.			BRITISH NORTH AMERICA.		
	BRITISH VESSELS.	FOREIGN VESSELS.	TOTAL.	BRITISH VESSELS.	FOREIGN VESSELS.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1851	3,392,076	282,949	3,675,025	1,461,443	128,408	1,589,851
1852	3,282,241	357,835	3,640,076	1,306,185	163,441	1,474,626
1853	3,448,144	585,507	4,033,651	1,316,285	255,301	1,571,586
1854	4,070,217	568,580	4,638,797	1,641,190	278,654	1,919,844
1855	3,404,562	565,162	3,969,724	1,000,034	186,693	1,186,727
1856	3,990,161	636,989	4,627,150	1,402,682	222,145	1,624,827
1857	4,291,108	858,768	5,149,876	1,473,121	305,618	1,778,739
1858	4,017,450	698,372	4,715,822	1,322,415	236,638	1,559,053
1859	4,076,907	794,855	4,871,762	1,268,401	317,293	1,585,694
1860	4,335,862	733,398	5,069,260	1,595,483	251,455	1,846,938
1861	4,818,211	1,033,482	5,851,693	1,867,378	555,369	2,422,747
1862	4,874,382	586,968	5,461,350	1,804,221	191,698	1,995,919
1863	5,430,565	682,655	6,113,220	2,013,427	264,493	2,277,920
1864	5,278,491	551,680	5,830,171	1,653,473	229,995	1,883,468
1865	5,219,950	434,918	5,654,868	1,770,637	194,666	1,965,303
1866	5,370,692	485,090	5,855,782	1,775,940	224,347	2,000,287
1867	5,275,469	502,920	5,778,389	1,586,354	175,580	1,761,934
1868	5,335,711	572,885	5,908,596	1,652,724	259,015	1,911,739
1869	5,260,551	570,781	5,831,332	1,645,803	297,076	1,942,879
1870	5,495,050	548,978	6,044,028	1,799,514	261,773	2,061,287
1871	5,939,377	597,877	6,537,254	1,871,294	280,369	2,151,663
1872	6,130,130	794,112	6,924,242	1,971,350	395,166	2,366,516
1873	6,287,061	943,418	7,230,479	1,986,605	531,030	2,517,635
1874	6,746,682	1,082,876	7,829,558	2,146,872	604,721	2,751,593
1875	6,574,456	1,019,932	7,594,388	1,742,070	511,682	2,253,752
1876	7,278,411	1,210,158	8,488,569	2,101,149	709,278	2,810,427
1877	7,856,998	1,135,472	8,992,470	2,493,076	608,638	3,101,714
1878	7,095,612	913,768	8,009,380	2,003,062	497,716	2,500,778
1879	7,285,663	855,890	8,141,553	1,923,922	478,627	2,402,549
1880	8,264,595	1,167,542	9,432,137	2,412,458	679,547	3,092,005
1881	8,304,174	1,163,036	9,467,210	2,011,047	596,897	2,607,944
1882	8,482,818	1,265,463	9,748,281	1,712,862	576,360	2,289,222
1883	9,132,131	1,443,437	10,575,568	2,086,439	712,122	2,798,561
1884	8,531,862	1,280,321	9,812,183	1,599,525	647,306	2,246,831
1885	9,004,767	1,255,834	10,260,601	1,719,911	673,987	2,393,898
1886	8,647,801	1,132,924	9,780,725	1,750,794	660,911	2,411,705
1887	8,439,815	1,092,523	9,532,338	1,602,485	638,861	2,241,346
1888	8,878,718	1,097,631	9,976,349	1,528,886	600,433	2,129,319
1889	9,211,059	1,214,279	10,425,338	1,848,049	723,445	2,571,494
1890	9,137,840	1,329,723	10,467,563	1,794,755	816,926	2,611,681
1891	9,387,614	1,127,528	10,515,142	1,798,567	603,251	2,401,818
1892	9,400,583	1,281,011	10,681,594	2,056,152	790,869	2,847,021
1893	8,985,434	1,067,652	10,053,086	2,086,921	635,946	2,722,867
1894	9,745,376	1,176,000	10,921,376	2,041,865	642,139	2,684,004
1895	10,000,120	1,032,381	11,032,501	2,043,104	559,658	2,602,762
1896	10,139,289	1,076,843	11,216,132	2,468,952	611,373	3,080,325
1897	10,769,109	1,014,101	11,783,210	3,121,284	572,226	3,693,510
1898	10,399,989	1,018,297	11,418,286	3,199,209	589,558	3,788,767
1899	10,427,579	1,140,069	11,567,648	3,046,803	587,991	3,634,794
1900	10,226,921	1,225,260	11,452,181	2,911,867	643,320	3,555,187
1901	10,866,555	1,193,729	12,060,284	2,831,177	564,147	3,395,324

FOREIGN TRADE OF PRINCIPAL PORTS IN THE UNITED KINGDOM.

TABLE, No. 6.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in Ballast in the Foreign Trade at the Principal Ports of the United Kingdom in each of the years 1899–1901.

PORTS.	1899.			1900.			1901.		
	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.
(a) Entrances.									
ENGLAND AND WALES :—	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Blyth	28,910	962,594	989,504	21,285	969,000	974,285	17,323	866,754	884,077
Cardiff	385,824	4,807,419	5,193,243	326,556	4,805,967	5,132,523	283,290	4,670,884	4,953,080
Dover	12,497	969,565	982,062	12,425	960,649	973,074	15,044	940,428	955,472
Hull	195,598	2,313,664	2,509,262	257,680	2,408,918	2,666,598	204,262	2,256,568	2,460,830
Liverpool	345,653	5,806,534	6,152,187	344,410	5,672,924	6,001,563	278,453	6,166,660	6,465,153
London	831,468	8,606,482	9,437,950	791,204	8,789,650	9,580,854	778,323	9,214,430	9,992,753
Middlesbrough	33,219	1,053,948	1,087,167	42,379	1,053,751	1,096,130	28,288	827,310	855,598
Newport	68,556	1,127,590	1,196,146	72,301	1,019,767	1,092,068	60,654	845,577	906,231
Southampton	29,831	1,616,249	1,646,080	30,669	1,583,244	1,613,913	27,393	1,617,773	1,645,166
Sunderland	74,218	763,824	838,042	91,351	708,676	800,027	59,734	821,178	880,912
Swansea	92,603	811,178	903,781	87,413	930,735	1,018,148	132,300	742,283	874,583
Tyne Ports*	299,729	3,421,002	3,720,731	267,704	3,829,438	3,897,142	282,251	3,549,303	3,831,554
SCOTLAND :—									
Glasgow	74,724	1,385,976	1,460,700	52,333	1,399,690	1,452,023	48,958	1,509,343	1,558,301
Kirkcaldy	78,435	662,697	741,132	84,063	701,587	785,640	63,784	673,357	737,141
Leith	64,296	904,186	968,482	59,444	995,847	1,055,291	52,177	971,492	1,023,669
IRELAND :—									
Belfast	33,022	391,228	414,350	36,111	300,660	435,900	26,240	421,615	447,855
Dublin	53,011	196,149	249,160	56,830	172,844	229,674	48,702	183,551	232,253
(b) Clearances.									
ENGLAND AND WALES :—	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Blyth	50,225	1,507,326	1,563,565	55,405	1,457,527	1,512,932	33,445	1,392,473	1,425,918
Cardiff	606,952	7,620,160	8,227,112	539,132	7,097,585	7,636,717	530,118	7,252,959	7,783,077
Dover	12,193	1,006,976	1,019,169	8,688	955,788	964,476	8,830	941,617	950,447
Hull	164,014	1,911,907	2,075,921	216,061	2,058,078	2,274,137	138,666	1,825,860	1,964,526
Liverpool	366,954	5,298,859	5,665,813	368,112	5,298,033	5,666,145	305,139	5,865,883	6,171,072
London	684,014	6,407,111	7,091,125	609,810	6,450,354	7,119,673	631,477	6,651,415	7,282,892
Middlesbrough	38,266	973,978	1,012,242	40,567	841,589	882,156	33,308	677,271	710,579
Newport	80,599	1,572,152	1,652,751	82,184	1,429,199	1,511,383	72,601	1,364,889	1,437,490
Southampton	29,320	1,447,043	1,476,373	28,480	1,367,006	1,395,486	25,027	1,392,528	1,417,555
Sunderland	78,376	1,032,658	1,111,034	102,208	1,057,697	1,159,905	64,852	1,201,391	1,266,243
Swansea	156,653	1,132,656	1,289,309	151,532	1,276,371	1,427,903	160,290	1,203,066	1,369,356
Tyne Ports*	323,404	4,204,977	4,528,381	353,834	4,540,323	4,894,157	334,677	4,505,579	4,840,256
SCOTLAND :—									
Glasgow	93,098	2,069,136	2,152,234	76,523	2,153,051	2,229,574	77,927	2,189,662	2,267,589
Kirkcaldy	126,823	942,531	1,069,354	151,431	1,102,362	1,253,793	108,027	1,055,708	1,163,735
Leith	58,570	768,674	827,244	63,403	918,906	982,309	56,561	865,524	922,085
IRELAND :—									
Belfast	30,847	234,190	265,037	26,899	222,871	249,770	20,128	206,040	226,168
Dublin	22,863	54,939	77,792	41,744	106,961	148,705	22,970	110,658	133,628

NOTE.—Vessels employed by His Majesty's Government in the conveyance of troops, stores, etc., from and to South Africa are not included in the above statement.

* Newcastle, North Shields and South Shields.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—Tonnage of Sailing and Steam Vessels Entered and Cleared with Cargoes and in Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES for a series of Years, showing the percentage proportion flying National, British, and Other Flags.

RUSSIA IN EUROPE.*

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL	BRITISH	OTHER
					Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	383,420	2,663,962		3,047,382	12·6	87·4	
1890	227,668	22,084	783,812	1,033,564	22·0	2·1	75·9
1891	240,020	12,394	799,932	1,052,346	22·8	1·2	76·0
1892	233,902	8,718	671,058	913,678	25·6	1·0	73·4
1893	233,310	16,240	817,500	1,066,050	21·9	1·4	76·7
1894	250,310	14,156	938,530	1,202,996	20·8	1·2	78·0
1895	218,174	10,748	843,816	1,072,738	20·3	1·0	78·7
1896	224,074	16,314	771,656	1,012,044	22·1	1·6	76·3
1897	235,735	13,578	522,694	772,005	30·5	1·8	67·7
1898	240,658	6,775	550,807	798,240	30·1	0·9	69·0
1899	222,472	9,290	517,996	749,758	29·7	1·2	69·1
1900	229,503	6,378	454,059	689,940	33·3	0·9	65·8
1901	Information not yet available.						

(2.) Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	751,494	6,176,456		6,927,950	10·8	89·2	
1890	730,590	6,401,486	3,907,348	11,039,424	6·6	58·0	35·4
1891	770,294	5,753,962	4,066,792	10,591,048	7·3	54·3	38·4
1892	816,434	4,487,152	3,102,542	8,406,128	9·7	53·4	36·9
1893	850,088	6,848,234	3,988,094	11,686,416	7·3	58·6	34·1
1894	1,114,708	11,056,572	6,257,654	18,428,934	6·0	60·0	34·0
1895	1,171,924	10,431,961	6,515,565	18,118,450	6·5	57·6	35·9
1896	1,367,470	9,363,408	7,119,576	17,850,454	7·7	52·5	39·8
1897	1,324,334	9,176,732	6,809,306	17,310,371	7·7	53·0	39·3
1898	1,554,091	7,805,688	7,313,895	16,673,674	9·3	46·8	43·9
1899	1,621,031	7,275,019	7,720,811	16,616,861	9·7	43·8	46·5
1900	1,432,574	6,290,596	8,466,274	16,189,444	8·8	38·9	52·3
1901	Information not yet available.						

(3.) Sailing and Steam Vessels.

1850	—	—	—	—	—	—	—
1860	696,234	3,518,540		4,214,774	16·5	83·5	
1870	784,006	6,231,096		7,015,102	11·2	88·8	
1880	1,134,914	8,840,418		9,975,332	11·4	88·6	
1890	958,258	6,423,570	4,691,160	12,072,988	7·9	53·2	38·9
1891	1,010,314	5,766,356	4,866,724	11,643,394	8·7	49·5	41·8
1892	1,050,336	4,495,870	3,773,600	9,319,806	11·3	48·2	40·5
1893	1,083,398	6,863,474	4,805,594	12,752,466	8·5	53·8	37·7
1894	1,365,018	11,070,728	7,196,184	19,631,930	7·0	56·4	36·6
1895	1,390,098	10,441,709	7,359,381	19,191,188	7·2	54·4	38·4
1896	1,591,544	9,379,722	7,891,232	18,862,498	8·4	49·7	41·9
1897	1,560,069	9,190,308	7,331,999	18,082,376	8·6	50·8	40·6
1898	1,794,749	7,812,463	7,864,702	17,471,914	10·3	44·7	45·0
1899	1,843,503	7,284,309	8,238,807	17,366,619	10·6	42·0	47·4
1900	1,662,077	6,296,974	8,920,333	16,879,384	9·9	37·3	52·8
1901†	1,695,000	15,794,000		17,489,000	9·7	90·3	

* Including the Caucasian Ports of the Black Sea in and after the year 1894.

† Provisional figures.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and for a series of Years, showing the percentage proportion

NORWAY.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL.	BRITISH.	OTHER.
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	2,135,822	112,083	485,491	2,735,896	78.2	4.1	17.7
1880	2,262,841	175,083	433,945	2,871,869	78.8	6.1	15.1
1890	1,967,556	156,734	305,233	2,429,523	81.0	6.4	12.6
1891	2,154,165	96,745	306,577	2,557,487	84.2	3.8	12.0
1892	2,104,622	57,046	293,115	2,454,783	85.7	2.3	12.0
1893	1,980,526	57,718	275,846	2,314,090	85.6	2.5	11.9
1894	1,914,885	76,261	284,203	2,275,349	84.2	3.3	12.5
1895	1,762,085	69,386	274,135	2,105,606	83.7	3.3	13.0
1896	1,924,001	60,885	311,935	2,296,821	83.8	2.6	13.6
1897	1,999,072	44,730	316,805	2,360,607	84.7	1.9	13.4
1898	1,908,811	64,162	369,889	2,342,862	81.5	2.7	15.8
1899	1,810,407	53,190	361,188	2,224,785	81.4	2.4	16.2
1900	1,737,915	54,886	309,274	2,102,075	82.7	2.6	14.7
1901*	1,425,600	385,200	—	1,810,800	78.7	21.3	—

(2.) Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	124,966	262,555	107,624	495,145	25.2	53.0	21.8
1880	454,087	296,896	362,625	1,113,608	40.8	26.6	32.6
1890	1,500,825	624,884	798,898	2,924,607	51.3	31.4	27.3
1891	1,747,765	640,243	829,708	3,217,716	54.3	19.9	25.8
1892	1,726,270	697,566	924,595	3,348,431	51.6	20.8	27.6
1893	1,887,309	713,339	890,642	3,491,290	54.1	20.4	25.5
1894	1,697,277	656,024	850,362	3,203,663	53.0	20.5	26.5
1895	1,825,953	621,726	785,965	3,233,644	56.5	19.2	24.3
1896	1,989,320	647,720	916,926	3,553,966	56.0	18.2	25.8
1897	2,086,514	689,543	996,653	3,772,710	55.3	18.3	26.4
1898	2,288,447	672,805	993,282	3,954,534	57.9	17.0	25.1
1899	2,408,633	712,539	1,035,031	4,156,103	58.0	17.1	24.9
1900	2,434,117	617,758	1,005,065	4,056,940	60.0	15.2	24.8
1901*	2,664,200	1,624,800	—	4,289,000	62.1	37.9	—

(3.) Sailing and Steam Vessels.

1850	1,050,307	13,895	332,743	1,396,945	75.2	1.0	23.8
1860	1,513,369	40,180	476,487	2,030,036	74.5	2.0	23.5
1870	2,263,288	374,638	593,115	3,231,041	70.0	11.6	18.4
1880	2,716,928	471,979	796,570	3,985,477	68.2	11.8	20.0
1890	3,468,381	781,618	1,104,131	5,354,130	64.8	14.6	20.6
1891	3,901,930	736,988	1,136,285	5,775,203	67.6	12.7	19.7
1892	3,830,892	754,612	1,217,710	5,803,214	66.0	13.0	21.0
1893	3,867,835	771,057	1,166,488	5,805,380	66.6	13.3	20.1
1894	3,612,162	732,285	1,134,565	5,479,012	65.9	13.4	20.7
1895	3,588,038	691,112	1,060,100	5,339,250	67.2	13.0	19.8
1896	3,913,321	708,605	1,228,861	5,850,787	66.9	12.1	21.0
1897	4,085,586	734,273	1,313,458	6,133,317	66.6	12.0	21.4
1898	4,197,258	736,967	1,363,171	6,297,396	66.7	11.7	21.6
1899	4,218,940	765,729	1,396,219	6,380,888	66.1	13.0	21.9
1900	4,172,032	672,644	1,314,389	6,159,015	67.8	10.9	21.3
1901*	4,089,800	2,010,000	—	6,099,800	67.0	33.0	—

* Provisional figures.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

in Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES flying National, British, and Other Flags—continued.

SWEDEN:

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL	BRITISH	OTHER
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	1,353,486	220,452	2,282,621	3,856,559	35.1	5.7	59.2
1890	1,286,063	60,602	1,708,218	3,054,883	42.1	1.9	56.0
1891	1,377,672	37,221	1,732,687	3,147,580	43.8	1.3	55.0
1892	1,343,521	24,376	1,643,729	3,011,626	44.6	0.8	54.6
1893	1,323,920	29,238	1,505,797	2,858,955	46.3	1.0	52.7
1894	1,350,224	17,260	1,495,970	2,863,454	47.2	0.6	52.2
1895	1,270,259	31,099	1,555,989	2,657,347	47.8	1.2	51.0
1896	1,352,561	20,131	1,427,717	2,800,409	48.3	0.7	51.0
1897	1,419,550	12,294	1,397,028	2,728,872	52.0	0.5	47.5
1898	1,487,636	12,374	1,266,094	2,766,104	53.8	0.4	45.8
1899	1,433,018	10,029	1,143,444	2,586,491	55.4	0.4	44.2
1900	1,553,575	16,501	1,291,284	2,861,360	54.3	0.6	45.1
1901	—	—	—	—	—	—	—

(2.) Steam Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	NATIONAL	BRITISH	OTHER
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	1,210,423	708,101	1,119,072	3,037,596	39.8	23.3	36.9
1890	2,338,238	2,146,512	3,227,078	7,711,828	30.3	27.8	41.9
1891	2,415,548	2,290,459	3,431,768	8,137,775	29.7	28.1	42.2
1892	2,559,281	2,162,629	3,712,637	8,434,547	30.3	25.6	44.1
1893	2,622,643	2,324,495	3,897,321	8,846,459	29.6	26.8	44.1
1894	2,944,150	2,473,267	4,408,222	9,825,639	30.0	25.2	44.8
1895	2,850,335	2,646,782	4,229,283	9,726,400	29.3	27.2	43.5
1896	3,267,121	2,572,216	5,480,058	11,319,395	28.9	22.7	48.4
1897	3,380,073	2,311,463	6,067,405	12,148,941	31.9	18.2	49.9
1898	4,231,764	1,874,427	6,500,796	12,606,987	33.6	14.9	51.5
1899	4,838,021	1,956,739	7,003,496	13,798,256	35.1	14.2	50.7
1900	5,565,038	1,677,656	7,019,072	14,261,766	39.0	11.1	49.9
1901	—	—	—	—	—	—	—

(3.) Sailing and Steam Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	NATIONAL	BRITISH	OTHER
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	462,884*	604,002*	1,066,886*	2,133,772	43.4	56.6	—
1860	560,066*	828,386*	1,388,452*	2,776,904	40.3	59.7	—
1870	1,374,433	2,954,151	4,328,584	8,657,168	31.8	68.2	—
1880	2,563,909	928,553	3,401,693	6,894,155	27.2	13.5	49.3
1890	3,624,301	2,207,114	4,935,296	10,766,711	33.7	20.5	45.8
1891	3,793,220	2,327,680	5,164,455	11,285,355	33.6	20.6	45.8
1892	3,902,802	2,187,005	5,356,366	11,446,173	34.1	19.1	46.8
1893	3,946,563	2,355,733	5,403,118	11,705,414	33.7	20.1	46.2
1894	4,294,374	2,490,527	5,904,192	12,689,093	33.8	19.6	46.6
1895	4,120,594	2,677,881	5,585,272	12,383,747	33.3	21.6	45.1
1896	4,619,682	2,592,347	6,907,775	14,119,804	32.7	18.4	48.9
1897	5,299,623	2,223,757	7,354,433	14,877,813	35.6	15.0	49.4
1898	5,719,400	1,886,801	7,766,890	15,373,091	37.2	12.3	50.5
1899	6,271,039	1,966,768	8,146,940	16,384,747	38.3	12.0	49.7
1900	7,118,613	1,694,157	8,310,356	17,123,126	41.6	9.9	48.5
1901	—	—	—	—	—	—	—

* With Cargoes only.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued*.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in for a series of Years, showing the percentage proportion

DENMARK.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	OTHER.	TOTAL.	Proportion per cent. to Total.	
				NATIONAL.	OTHER.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	—	—	—	—	—
1860	—	—	—	—	—
1870	—	—	—	—	—
1880	688,387	1,058,234	1,746,621	39·4	60·6
1890	593,237	786,167	1,379,404	43·0	57·0
1891	614,969	843,023	1,457,992	42·2	57·8
1892	591,936	887,864	1,479,800	40·9	60·0
1893	574,681	810,609	1,385,290	41·5	58·5
1894	545,509	835,384	1,380,893	39·5	60·5
1895	518,959	892,910	1,411,869	36·7	63·3
1896	586,331	912,196	1,498,527	39·1	60·9
1897	517,168	1,018,984	1,536,152	33·7	66·3
1898	525,699	1,088,126	1,613,825	32·6	67·4
1899	505,455	1,025,856	1,531,311	33·0	67·0
1900	504,823	1,110,412	1,615,235	31·3	68·7
1901	—	—	—	—	—

(2.) Steam Vessels.

1850	—	—	—	—	—
1860	—	—	—	—	—
1870	—	—	—	—	—
1880	1,663,167	1,051,706	2,714,873	61·3	38·7
1890	4,100,071	2,552,605	6,652,676	61·6	38·4
1891	4,111,218	2,409,182	6,520,400	63·0	37·0
1892	3,934,657	2,483,884	6,418,541	61·3	38·7
1893	3,840,315	2,726,509	6,566,824	58·5	41·5
1894	4,119,482	3,285,609	7,405,091	55·6	44·4
1895	4,054,158	2,959,777	7,013,935	57·8	42·2
1896	4,878,011	2,942,320	7,820,331	62·4	37·6
1897	5,407,868	3,617,982	9,025,850	59·9	40·1
1898	5,990,829	3,600,223	9,591,051	62·5	37·5
1899	6,103,710	3,687,071	9,790,781	62·3	37·7
1900	6,106,444	4,031,888	10,138,332	60·2	39·8
1901	—	—	—	—	—

(3.) Sailing and Steam Vessels.

1850	—	—	—	—	—
1860	—	—	—	—	—
1870	—	—	—	—	—
1880	2,351,564	2,109,940	4,461,494	52·7	47·3
1890	4,693,308	3,338,772	8,032,080	58·4	41·6
1891	4,726,187	3,252,205	7,978,392	59·2	40·8
1892	4,526,593	3,371,748	7,898,341	57·3	42·7
1893	4,414,996	3,537,118	7,952,114	55·5	44·5
1894	4,664,991	4,120,993	8,785,984	53·1	46·9
1895	4,573,117	3,852,687	8,425,804	54·3	45·7
1896	5,464,342	3,854,516	9,318,858	58·6	41·4
1897	5,925,036	4,636,946	10,561,982	56·1	43·9
1898	6,516,528	4,688,348	11,204,876	58·2	41·8
1899	6,609,165	4,712,927	11,322,092	58·4	41·6
1900	6,611,267	5,142,300	11,753,567	56·2	43·8
1901	—	—	—	—	—

NOTE.—The Tonnage of British Vessels engaged in the Foreign Trade entered and cleared at Danish Ports cannot be given separately. The Tonnage, inclusive of vessels which had been stranded, and vessels which had entered to repair damage, amounted in 1900 to 910,509 tons, of which the Tonnage of Sailing Vessels was 9,123 tons, and of Steam Vessels 910,386 tons.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES flying National, British, and Other Flags—*continued.*

GERMANY.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL.	BRITISH.	OTHER.
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	1,084,744*	1,273,667*		2,358,411*	46.0	54.0	
1880	2,084,025	665,154	1,530,597	4,279,776	48.7	15.5	35.8
1890	1,187,782	466,557	1,161,354	2,815,693	42.2	16.6	41.2
1891	1,175,070	538,496	1,251,597	2,965,163	39.6	18.2	42.2
1892	1,119,240	467,234	1,208,144	2,794,618	40.1	16.7	43.2
1893	1,024,393	399,952	1,165,407	2,589,752	39.6	15.4	45.0
1894	907,103	436,284	1,244,514	2,587,901	35.0	16.9	48.1
1895	939,072	444,275	1,144,537	2,527,884	37.1	17.6	45.3
1896	989,883	428,655	1,268,218	2,686,756	36.9	15.9	47.2
1897	882,918	315,809	1,243,222	2,441,949	36.2	12.9	50.9
1898	844,693	364,500	1,488,629	2,697,822	31.3	13.5	55.2
1899	1,006,408	402,616	1,491,079	2,900,103	34.7	13.9	51.4
1900	1,028,398	292,363	1,429,978	2,750,739	37.4	10.6	52.0
1901	—	—	—	—	—	—	—

(2.) Steam Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
	Tons.	Tons.	Tons.	Tons.	NATIONAL.	BRITISH.	OTHER.
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	170,406*	100,430*		1,130,836*	15.0	85.0	
1880	3,024,546	4,319,319	1,442,771	8,786,636	34.4	49.2	16.4
1890	8,087,928	6,929,674	3,203,685	18,291,287	44.2	38.3	17.5
1891	8,842,936	8,063,794	3,277,861	20,184,591	43.8	40.0	16.2
1892	8,567,453	7,683,586	3,360,215	19,611,254	43.7	39.2	17.1
1893	8,659,152	8,389,103	3,361,547	20,409,802	42.4	41.1	16.5
1894	9,260,314	8,913,443	3,737,442	21,911,199	42.3	40.7	17.0
1895	9,205,985	8,815,929	3,403,666	21,425,580	43.0	41.1	15.9
1896	9,294,069	8,131,416	3,974,391	21,399,876	43.4	38.0	18.6
1897	10,035,351	8,874,717	4,410,494	23,320,562	43.0	38.1	18.9
1898	11,190,571	8,560,777	5,087,820	24,839,168	45.1	34.5	20.4
1899	12,377,106	8,022,071	4,880,546	25,279,723	49.0	31.7	19.3
1900	13,272,579	7,562,636	5,621,903	26,457,118	50.2	28.6	21.2
1901	—	—	—	—	—	—	—

(3.) Sailing and Steam Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
	Tons.	Tons.	Tons.	Tons.	NATIONAL.	BRITISH.	OTHER.
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	1,255,150*	2,234,097*		3,489,247*	35.9	64.1	
1880	5,108,571	4,984,473	2,973,368	13,066,412	39.1	38.1	22.8
1890	9,275,710	7,466,231	4,365,039	21,106,980	43.9	35.4	20.7
1891	10,018,006	8,602,290	4,529,458	23,149,754	43.3	37.2	19.5
1892	9,686,693	8,150,820	4,568,359	22,405,872	43.2	36.4	20.4
1893	9,683,545	8,789,055	4,526,954	22,999,554	42.1	38.2	19.7
1894	10,167,417	9,349,727	4,981,956	24,499,100	41.5	38.2	20.3
1895	10,145,057	9,260,204	4,548,203	23,953,464	42.4	38.7	18.9
1896	10,283,952	8,560,071	5,242,609	24,086,632	42.7	35.5	21.8
1897	10,918,269	9,190,526	5,653,716	25,762,511	42.4	35.7	21.9
1898	12,035,264	8,925,277	6,576,449	27,536,990	43.7	32.4	23.9
1899	13,383,514	8,424,687	6,371,625	28,179,826	47.5	29.9	22.6
1900	14,300,977	7,854,999	7,051,831	29,207,857	49.0	26.9	24.1
1901	—	—	—	—	—	—	—

* Exclusive of Hamburg and Bremen.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and for a series of Years, showing the percentage proportion

HOLLAND.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL	BRITISH	OTHER
					Per Cent.	Per Cent.	Per Cent.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>			
1850	645,661	259,538	388,726	1,293,925	100	20.1	30.0
1860	775,651	390,808	611,876	1,778,335	43.6	22.0	34.4
1870	678,567	516,699	591,953	1,781,219	38.1	28.7	33.2
1880	686,416	371,118	853,073	1,910,607	35.9	19.4	44.7
1890	300,990	218,336	404,337	923,663	32.6	23.6	43.8
1891	307,957	162,708	379,726	850,391	36.2	19.1	44.7
1892	253,307	173,523	415,063	841,893	30.1	20.6	49.3
1893	204,205	219,896	383,313	807,414	25.3	27.2	47.5
1894	233,978	166,671	415,413	816,062	28.7	20.4	50.9
1895	205,220	145,012	367,200	717,432	28.6	20.2	51.2
1896	194,749	204,814	303,996	703,559	27.7	29.1	43.2
1897	194,672	193,177	333,129	720,978	27.0	26.8	46.2
1898	182,041	151,842	342,290	676,173	26.9	22.4	50.7
1899	171,758	167,534	320,479	659,771	26.0	25.4	48.6
1900	167,791	140,113	291,665	599,569	28.0	23.4	48.6
1901	—	—	—	—	—	—	—

(2.) Steam Vessels.

1850	85,029	345,951	22,466	453,446	18.8	76.3	4.9
1860	272,560	595,088	6,345	873,993	31.2	68.1	0.7
1870	355,398	1,450,993	56,861	1,863,252	19.1	77.9	3.0
1880	1,429,902	3,038,673	464,852	4,933,427	29.0	61.6	9.4
1890	2,821,135	5,447,622	1,644,717	9,913,474	28.5	55.0	16.5
1891	3,027,559	5,688,939	1,841,755	10,558,253	28.7	53.9	17.4
1892	3,361,525	5,778,128	1,864,329	11,003,982	30.5	52.5	17.0
1893	3,458,598	6,009,253	2,124,220	11,592,071	29.8	51.8	18.4
1894	3,559,827	6,828,587	2,546,745	12,935,159	27.5	52.8	19.7
1895	3,461,575	7,112,935	2,239,403	12,813,913	27.0	55.0	17.5
1896	3,865,747	8,126,220	2,916,384	14,908,351	25.9	54.5	19.6
1897	4,019,668	8,588,394	3,568,769	16,176,831	24.8	53.1	22.1
1898	4,222,519	8,085,879	4,341,256	16,649,654	25.4	48.6	26.0
1899	4,525,493	8,221,949	5,418,707	18,166,149	24.9	45.3	29.8
1900	4,611,684	7,740,952	5,938,257	18,290,893	25.2	42.3	32.5
1901	—	—	—	—	—	—	—

(3.) Sailing and Steam Vessels.

1850	730,690	605,489	411,192	1,747,371	41.8	34.7	23.5
1860	1,048,211	985,896	618,221	2,652,328	39.5	37.2	23.3
1870	1,033,985	1,961,692	648,814	3,644,471	28.4	53.8	17.8
1880	2,116,318	3,409,791	1,317,925	6,844,034	30.0	49.8	19.3
1890	3,122,125	5,665,958	2,049,054	10,837,137	28.8	52.3	18.9
1891	3,335,516	5,851,647	2,221,431	11,408,644	29.2	51.3	19.5
1892	3,614,832	5,951,651	2,279,392	11,845,875	30.5	50.2	19.3
1893	3,662,803	6,229,149	2,507,533	12,399,485	29.5	50.2	20.3
1894	3,793,805	6,995,258	2,962,158	13,751,221	27.6	50.9	21.5
1895	3,666,795	7,257,947	2,606,603	13,531,345	27.1	53.6	19.3
1896	4,060,496	8,331,034	3,220,380	15,611,910	26.0	53.4	20.6
1897	4,214,340	8,781,571	3,901,898	16,897,809	24.9	52.0	23.1
1898	4,404,560	8,237,721	4,683,546	17,325,827	25.4	47.5	27.1
1899	4,697,251	8,389,483	5,739,186	18,825,920	25.0	44.6	30.4
1900	4,779,475	7,881,065	6,229,922	18,890,462	25.3	41.7	33.0
1901	—	—	—	—	—	—	—

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH AND OTHER SHIPS.

in Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES
flying National, British, and Other Flags—*continued.*

BELGIUM.

(1.) Sailing Vessels.

YEARS.	NATIONAL	BRITISH	OTHER.	TOTAL	Proportion per cent. to Total.		
					NATIONAL	BRITISH	OTHER
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	90,214	224,345	693,233	1,007,792	8.9	22.3	68.8
1870	45,257	451,023	944,992	1,441,272	3.1	31.3	65.6
1880	23,978	519,775	945,363	1,489,116	1.6	34.9	63.5
1890	20,536	342,773	312,527	675,836	3.0	50.7	46.3
1891	12,307	310,693	404,570	727,570	1.7	42.7	55.6
1892	3,758	289,269	350,305	643,332	0.6	45.0	54.4
1893	2,825	313,872	315,758	632,455	0.5	49.6	49.9
1894	4,808	342,453	387,098	734,359	0.7	46.6	52.7
1895	2,668	378,669	279,787	661,124	0.4	57.3	42.3
1896	2,787	355,773	257,528	616,088	0.5	57.7	41.8
1897	2,858	285,621	285,828	574,307	0.5	49.7	49.8
1898	2,920	403,780	299,168	705,868	0.4	57.2	42.4
1899	4,356	421,642	267,243	693,241	0.6	60.8	38.6
1900	1,066	321,612	311,705	634,383	0.2	50.7	49.1
1901	1,169	473,696	253,623	728,488	0.2	65.0	34.8

(2.) Steam Vessels.

YEARS.	NATIONAL	BRITISH	OTHER.	TOTAL	NATIONAL	BRITISH	OTHER
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	65,103	242,696	45,921	353,720	18.4	68.6	13.0
1870	155,090	1,315,356	197,588	1,668,034	9.3	78.9	11.8
1880	802,061	3,703,929	1,121,040	5,627,030	14.3	65.8	19.9
1890	2,182,476	5,824,401	2,906,435	10,913,312	20.0	53.4	26.6
1891	2,127,800	6,019,674	3,211,208	11,358,682	18.7	53.0	28.3
1892	2,109,020	5,578,763	3,253,153	10,940,936	19.3	51.0	29.7
1893	2,341,586	5,653,873	3,313,556	11,309,015	20.7	50.0	29.3
1894	2,495,697	6,205,885	3,620,751	12,322,333	20.3	50.4	29.3
1895	2,608,408	6,671,534	3,728,936	13,008,878	20.1	51.3	28.6
1896	2,642,452	7,383,024	4,329,618	14,355,094	18.4	51.4	30.2
1897	2,894,614	7,657,930	4,772,624	15,325,168	18.9	50.0	31.1
1898	2,969,981	7,643,603	5,198,158	15,811,742	18.8	48.3	32.9
1899	2,826,677	8,039,868	5,594,171	16,360,716	17.2	48.8	34.0
1900	2,764,100	7,242,780	6,336,383	16,343,263	16.9	44.3	38.8
1901	2,702,139	8,093,708	7,104,393	17,900,240	15.1	45.2	39.7

(3.) Sailing and Steam Vessels.

YEARS.	NATIONAL	BRITISH	OTHER.	TOTAL	NATIONAL	BRITISH	OTHER
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	142,251	207,102	289,189	638,542	22.3	32.4	45.3
1860	155,317	467,041	739,154	1,361,512	11.4	34.3	54.3
1870	200,347	1,766,379	1,142,580	3,109,306	6.4	56.8	36.8
1880	826,039	4,223,704	2,066,403	7,116,146	11.6	59.4	29.0
1890	2,203,012	6,167,174	3,218,962	11,589,148	19.0	53.2	27.8
1891	2,140,107	6,330,367	3,615,778	12,086,252	17.7	52.4	29.9
1892	2,112,778	5,868,032	3,603,458	11,584,268	18.2	50.7	31.1
1893	2,344,411	6,967,745	3,629,314	11,941,470	19.6	50.0	30.4
1894	2,500,505	6,548,338	4,007,849	13,056,692	19.2	50.2	30.6
1895	2,611,076	7,050,203	4,008,723	13,670,002	19.1	51.6	29.3
1896	2,645,239	7,738,797	4,587,146	14,971,182	17.7	51.7	30.6
1897	2,897,472	7,943,551	5,058,452	15,899,475	18.2	50.0	31.8
1898	2,972,901	8,047,383	5,497,326	16,517,610	18.0	48.7	33.3
1899	2,831,033	8,461,510	5,861,414	17,153,957	16.5	49.3	34.2
1900	2,765,166	7,564,392	6,648,088	16,977,646	16.3	44.6	39.1
1901	2,703,308	8,567,404	7,358,016	18,628,728	14.5	46.0	39.5

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in for a series of Years, showing the percentage proportion

FRANCE.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL	BRITISH	OTHER
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>	
1850	1,584,573	2,028,220		3,612,793	43.9		56.1
1860	2,490,539	3,436,042		5,926,581	42.0		58.0
1870	2,099,557	4,694,292		6,794,849	30.9		69.1
1880	1,803,051	7,176,080		8,979,131	20.1		79.9
1890	911,975	2,745,953		3,657,928	24.9		75.1
1891	777,568	3,317,844		4,095,412	19.0		81.0
1892	724,943	2,465,334		3,190,277	22.7		77.3
1893	647,966	2,258,767		2,906,733.	22.3		77.7
1894	662,881	2,308,300		2,971,181	22.3		77.7
1895	614,671	1,694,619		2,309,290	26.6		73.4
1896	647,935	1,594,263		2,242,198	28.9		71.1
1897	639,488	1,510,611		2,150,099	29.7		70.3
1898	702,836	1,973,110		2,675,946	26.3		73.7
1899	722,539	1,428,637		2,151,176	33.6		66.4
1900	738,019	301,673	1,033,409	2,073,101	35.6	14.6	49.8
1901	—	—	—	—	—	—	—

(2.) Steam Vessels.

1850	306,939	690,987		997,926	30.8		69.2
1860	1,012,373	1,517,782		2,530,155	40.0		60.0
1870	2,189,649	4,623,239		6,811,888	32.1		67.9
1880	5,719,170	10,334,177		16,053,347	35.6		64.4
1890	8,342,904	16,967,016		25,309,920	33.0		67.0
1891	8,926,623	18,580,841		27,507,464	32.5		67.5
1892	8,396,936	16,533,311		24,930,247	33.7		66.3
1893	7,734,345	17,381,248		25,115,593	30.8		69.2
1894	7,596,975	17,970,671		25,567,646	29.7		70.3
1895	7,916,563	17,683,526		25,600,089	30.9		69.1
1896	8,486,025	19,298,709		27,784,734	30.5		69.5
1897	8,912,050	20,426,604		29,338,654	30.4		69.6
1898	8,833,990	22,053,916		30,887,906	28.6		71.4
1899	9,414,738	24,126,898		33,541,636	28.1		71.9
1900	9,256,531	15,242,922	11,713,891	36,213,344	25.6	42.1	32.3
1901	—	—	—	—	—	—	—

(3.) Sailing and Steam Vessels.

1850	1,891,512	1,353,062	1,366,145	4,610,719	41.0	29.3	29.7
1860	3,502,912	2,517,050	2,436,774	8,456,736	41.4	29.8	28.8
1870	4,289,206	5,411,705	3,905,826	13,606,737	31.5	39.8	28.7
1880	7,522,221	10,161,902	7,348,355	25,032,478	30.0	40.6	29.4
1890	9,254,879	12,736,319	6,976,650	28,967,848	31.9	44.0	24.1
1891	9,704,191	14,052,460	7,846,225	31,602,876	30.7	44.5	24.8
1892	9,121,879	12,538,453	6,460,190	28,120,524	32.4	44.6	23.0
1893	8,382,311	13,074,455	6,565,560	28,022,326	29.9	46.7	23.4
1894	8,259,856	13,377,810	6,901,161	28,538,827	28.9	46.9	24.2
1895	8,531,234	12,938,849	6,439,296	27,909,379	30.6	46.4	23.0
1896	9,133,960	13,683,742	7,209,230	30,026,932	30.4	45.6	24.0
1897	9,551,538	14,308,224	7,628,991	31,488,753	30.3	45.4	24.3
1898	9,536,826	15,647,037	8,379,989	33,563,852	28.4	46.6	25.0
1899	10,137,277	15,350,161	10,205,374	35,692,812	28.4	43.0	28.6
1900	9,994,550	15,544,595	12,747,300	38,286,445	26.1	40.6	33.3
1901	—	—	—	—	—	—	—

NOTE.—The particulars relating to the nationalities of the foreign sailing and steam vessels separately are not obtainable from the published official returns. The information for 1900 has been specially furnished by the French Customs Department.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES flying National, British, and Other Flags—*continued.*

PORTUGAL.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL.	BRITISH.	OTHER.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	239,755	718,194	452,274	1,410,223	17.0	50.9	32.1
1880	231,927	316,873	640,665	1,189,465	19.5	26.6	53.9
1890	123,942	70,973	515,587	710,502	17.4	10.0	72.6
1891	106,711	89,620	517,252	713,583	14.9	12.6	72.5
1892	104,438	76,397	447,070	627,905	16.6	12.2	71.2
1893	110,701	56,237	445,782	612,720	18.1	9.2	72.7
1894	123,169	72,516	370,431	566,116	21.8	12.8	65.4
1895	116,036	92,675	422,529	631,240	18.4	14.7	66.9
1896	120,881	109,667	372,259	602,807	20.0	18.2	61.8
1897	131,437	99,757	378,506	609,700	21.5	16.4	62.1
1898	153,565	97,603	350,119	601,287	25.6	16.2	58.2
1899	128,868	60,714	290,172	479,754	26.9	12.7	60.4
1900	157,892	59,564	313,252	530,708	29.8	11.2	59.0
1901	148,971	71,459	256,392	476,822	31.2	15.0	53.8

(2.) Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	56,817	955,558	87,403	1,099,778	5.2	86.9	7.9
1880	139,890	3,305,304	1,111,888	4,556,582	3.1	72.5	24.4
1890	622,233	5,585,930	3,646,058	9,854,221	6.3	56.7	37.0
1891	770,624	5,563,479	4,034,363	10,368,466	7.4	53.7	38.9
1892	992,451	5,495,977	3,973,202	10,461,630	9.5	52.5	38.0
1893	1,228,306	5,967,380	3,824,534	11,020,220	11.1	54.1	34.8
1894	841,302	6,240,341	4,203,404	11,285,047	7.5	55.3	37.2
1895	708,063	6,553,359	4,533,274	11,793,696	6.0	55.6	38.4
1896	767,835	8,121,388	5,033,593	13,922,816	5.5	58.3	36.2
1897	982,468	8,402,529	5,811,474	15,196,471	6.5	55.3	38.2
1898	1,219,515	9,467,273	6,616,488	17,303,276	7.0	54.7	38.3
1899	1,118,780	9,750,856	5,779,325	16,648,961	6.7	58.6	34.7
1900	912,282	11,283,509	7,233,819	19,429,610	4.7	58.1	37.2
1901	707,949	10,824,771	8,800,866	20,333,586	3.5	58.2	43.3

(3.) Sailing and Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	296,572	1,673,752	539,677	2,510,001	11.8	66.7	21.5
1880	371,317	3,622,177	1,752,553	5,746,047	6.5	63.0	30.5
1890	746,175	5,656,903	4,161,645	10,564,723	7.0	53.5	39.5
1891	877,335	5,653,099	4,551,615	11,082,049	7.9	51.0	41.1
1892	1,096,889	5,572,374	4,420,272	11,089,535	9.9	50.2	39.9
1893	1,339,007	6,023,617	4,270,316	11,632,940	11.5	51.8	36.7
1894	964,471	6,312,857	4,573,835	11,851,163	8.1	53.3	38.6
1895	824,099	6,645,034	4,955,803	12,424,936	6.6	53.5	39.9
1896	888,716	8,231,055	5,405,852	14,525,623	6.1	56.7	37.2
1897	1,113,905	8,502,286	6,189,980	15,806,171	7.0	53.8	39.2
1898	1,373,080	9,564,876	6,966,607	17,904,563	7.7	53.4	38.9
1899	1,247,648	9,811,570	6,069,497	17,128,715	7.3	57.3	35.4
1900	1,070,174	11,343,073	7,547,071	19,960,318	5.4	56.8	37.8
1901	856,920	10,896,230	9,057,258	20,810,408	4.1	52.4	43.5

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and for a series of Years, showing the percentage proportion

SPAIN.

(1.) Sailing Vessels.

YEAR.	NATIONAL.	OTHER.	TOTAL.	Proportion per cent. to Total.	
				NATIONAL	OTHER
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	—	—	—	—	—
1860	—	—	—	—	—
1870	—	—	—	—	—
1880	—	—	—	—	—
1890	478,387	964,317	1,442,704	33·2	66·8
1891	398,824	994,301	1,393,125	28·6	71·4
1892	326,813	730,457	1,057,270	30·9	69·1
1893	330,041	704,516	1,034,557	31·9	68·1
1894	503,990	647,872	1,151,862	43·8	56·2
1895	270,659	683,081	953,740	28·4	71·6
1896	252,910	627,526	880,436	28·7	71·3
1897	227,454	573,062	800,516	28·4	71·6
1898	198,421	471,266	669,687	29·6	70·4
1899	201,950	461,736	663,686	30·4	69·6
1900	222,436	426,937	649,373	34·3	65·7
1901*	206,143	484,659	690,802	29·8	70·2

(2.) Steam Vessels.

1850	—	—	—	—	—
1860	—	—	—	—	—
1870	—	—	—	—	—
1880	—	—	—	—	—
1890	9,995,155	12,473,039	22,468,194	44·5	55·5
1891	9,873,486	12,079,190	21,952,676	45·0	55·0
1892	10,002,461	11,831,927	21,834,388	45·8	54·2
1893	11,107,141	11,881,028	22,988,169	48·3	51·7
1894	12,029,696	12,710,464	24,740,160	48·6	51·4
1895	11,967,159	13,001,587	24,968,746	48·0	52·0
1896	12,457,087	14,685,814	27,142,901	45·9	54·1
1897	12,673,745	15,291,153	27,964,898	45·3	54·7
1898	10,697,003	15,476,454	26,173,457	40·9	59·1
1899	11,867,409	16,609,235	28,476,644	41·7	58·3
1900	13,286,770	14,541,426	27,828,196	47·7	52·3
1901*	13,863,668	14,251,467	28,115,135	49·3	50·7

(3.) Sailing and Steam Vessels.

1850	—	—	—	—	—
1860	798,864	1,797,644	2,596,508	30·7	69·3
1870	1,311,761	2,230,433	3,542,194	37·0	63·0
1880	3,650,902	10,092,212	13,743,114	26·6	73·4
1890	10,473,542	13,437,356	23,910,898	43·8	56·2
1891	10,272,310	13,073,491	23,345,801	44·0	56·0
1892	10,329,274	12,562,384	22,891,658	45·1	54·9
1893	11,437,182	12,585,544	24,022,726	47·6	52·4
1894	12,533,686	13,358,336	25,892,022	48·4	51·6
1895	12,237,818	13,684,668	25,922,486	47·2	52·8
1896	12,709,997	15,313,340	28,023,337	45·4	54·6
1897	12,901,199	15,864,215	28,765,414	44·8	55·2
1898	10,895,424	15,947,720	26,843,144	40·6	59·4
1899	12,069,359	17,070,971	29,140,330	41·4	58·6
1900	13,509,206	14,968,363	28,477,569	47·4	52·6
1901*	14,069,811	14,736,126	28,805,937	48·8	51·2

NOTE.—The particulars relating to the nationalities of the foreign vessels entering and clearing at Spanish ports are not distinguished in the general totals in the Spanish Trade and Navigation Accounts.

* Provisional figures.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued*.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

in Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES
flying National, British, and Other Flags—*continued*.

ITALY.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL.	BRITISH	OTHER
	Tons.	Tons.	Tons.	Tons.	Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	1,998,454	540,274	1,116,419	3,655,147	54·7	14·8	30·5
1880	1,726,321	216,273	606,550	2,549,144	67·7	8·5	23·8
1890	1,208,319	84,244	508,370	1,800,933	67·1	4·7	28·2
1891	1,143,484	88,871	411,461	1,643,816	69·6	5·4	25·0
1892	1,176,732	50,650	355,816	1,583,198	74·3	3·2	22·5
1893	1,114,219	48,527	298,421	1,461,167	76·3	3·3	20·4
1894	1,111,367	43,128	239,669	1,394,164	79·7	3·1	17·2
1895	1,091,600	58,008	268,912	1,418,520	76·9	4·1	19·0
1896	1,058,239	41,747	266,683	1,366,669	77·4	3·1	19·5
1897	1,032,681	48,059	215,217	1,295,957	79·7	3·7	16·6
1898	1,070,153	42,630	206,034	1,318,817	81·2	3·2	15·6
1899	1,220,440	33,310	206,060	1,459,810	83·6	2·3	14·1
1900	1,127,920	36,809	217,609	1,382,338	81·6	2·7	15·7
1901	—	—	—	—	—	—	—

(2.) Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	781,624	1,427,899	1,756,773	3,966,296	19·7	36·0	44·3
1880	1,698,687	3,161,240	2,437,899	7,297,826	23·3	43·3	33·4
1890	2,264,829	6,952,034	3,228,928	12,445,791	18·2	55·9	25·9
1891	2,484,363	6,351,219	3,592,445	12,428,027	20·0	51·1	28·9
1892	2,542,183	6,031,188	3,787,358	12,360,729	20·6	48·8	30·6
1893	3,010,202	5,971,652	4,293,838	13,275,692	22·7	45·0	32·3
1894	2,875,387	7,199,545	4,688,831	14,763,763	19·5	48·8	31·7
1895	2,939,008	7,191,878	5,280,062	15,410,948	19·1	46·7	34·2
1896	3,043,422	6,846,176	5,749,020	15,638,618	19·5	43·8	36·7
1897	14,747,227	9,959,213	9,641,406	34,347,846	42·9	29·0	28·1
1898	14,937,342	9,578,240	10,788,236	35,303,818	42·3	27·1	30·6
1899	17,807,611	9,232,481	10,457,352	37,497,444	47·5	24·6	27·9
1900	18,541,623	7,732,056	11,854,245	38,127,924	48·6	20·3	31·1
1901	—	—	—	—	—	—	—

(3.) Sailing and Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	2,780,078	1,968,173	2,873,192	7,621,443	36·5	25·8	37·7
1880	3,425,008	3,377,513	3,044,449	9,846,970	34·3	34·3	30·9
1890	3,473,148	7,036,278	3,737,298	14,246,724	24·4	49·4	26·2
1891	3,627,847	6,440,090	4,003,906	14,071,843	25·8	45·8	28·4
1892	3,718,915	6,081,838	4,143,174	13,943,927	26·7	43·6	29·7
1893	4,124,421	6,020,179	4,592,259	14,736,859	28·0	40·9	31·1
1894	3,986,754	7,242,673	4,928,500	16,157,927	24·7	44·8	30·5
1895	4,030,608	7,249,886	5,548,974	16,829,468	24·0	43·1	32·9
1896	4,101,661	6,887,923	6,015,703	17,005,287	24·1	40·5	35·4
1897	15,779,908	10,007,272	9,856,623	35,643,803	44·3	28·1	27·6
1898	16,007,495	9,620,870	10,994,270	36,622,635	43·7	26·3	30·0
1899	19,028,051	9,265,791	10,663,412	38,957,254	48·8	23·8	27·4
1900	19,689,543	7,768,865	12,071,854	39,510,262	49·8	19·7	30·5
1901	—	—	—	—	—	—	—

NOTE.—The basis of the returns of shipping engaged in the foreign trade was extended in 1897, and now includes vessels (liners) engaged in the coasting trade of Italy which extend their voyages to neighbouring foreign ports. Vessels belonging to shipping companies (*linee di navigazione a vapore*) which touch at Italian ports have been also since 1897 included in the shipping returns.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in for a series of Years, showing the percentage proportion

UNITED STATES.

(1.) Sailing Vessels.

YEARS (ended June 30th).	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.				
					NATIONAL	BRITISH	OTHER		
					Per Cent.	Per Cent.	Per Cent.		
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>					
1850	Not separately distinguished.								
1860									
1870									
1880	3,863,218	5,549,219	5,984,117	15,396,554	25.1	36.0	38.9		
1890	3,767,612	3,414,954	2,809,798	8,992,364	30.8	38.0	31.2		
1891	2,679,557	3,400,766	2,457,102	8,537,425	31.4	39.8	28.8		
1892	2,853,882	3,359,910	2,667,188	8,880,980	32.1	37.8	30.1		
1893	2,551,568	3,257,264	2,583,913	8,392,745	30.4	38.8	30.8		
1894	2,584,651	2,833,443	2,198,050	7,616,144	34.0	37.2	28.8		
1895	2,471,637	2,882,553	2,071,348	7,425,538	33.3	38.8	27.9		
1896	2,195,453	2,867,716	2,170,851	7,234,020	30.4	39.6	30.0		
1897	2,269,030	2,911,106	2,362,871	7,543,007	30.1	38.6	31.3		
1898	1,889,212	3,016,545	2,242,921	7,148,678	26.4	42.2	31.4		
1899	1,982,915	2,350,866	2,375,571	6,709,352	29.6	35.0	35.4		
1900	1,382,050	2,322,857	2,339,658	6,544,565	28.8	35.5	35.7		
1901	1,750,856	2,013,724	2,230,468	5,995,048	29.2	33.6	37.2		

(2.) Steam Vessels.

1850	Not separately distinguished.						
1860							
1870							
1880	1,858,577	2,309,401	1,039,213	5,007,191	33.1	46.1	20.8
1890	2,354,675	10,257,916	2,537,881	15,150,472	15.5	67.7	16.8
1891	4,026,989	12,857,726	4,917,574	21,802,289	18.5	59.0	22.5
1892	4,706,898	11,812,209	5,748,389	22,267,496	21.1	53.0	25.9
1893	4,643,819	16,298,397	6,615,449	27,557,665	16.9	59.1	24.0
1894	4,478,805	14,042,992	6,589,729	25,111,526	17.8	55.9	26.3
1895	4,811,077	15,089,915	6,813,954	26,714,946	18.0	56.5	25.5
1896	4,820,672	14,760,124	6,742,658	26,323,454	18.3	56.1	25.6
1897	5,219,103	15,611,188	7,207,447	28,037,738	18.6	55.7	25.7
1898	4,979,595	19,465,065	7,893,377	32,338,037	15.4	60.2	24.4
1899	4,704,277	22,419,887	9,319,207	36,443,371	13.0	62.0	25.0
1900	4,813,097	22,764,879	9,853,562	37,431,538	12.9	60.8	26.3
1901	6,098,303	22,560,686	11,947,701	40,606,690	15.0	55.6	29.4
1901	6,248,477	25,024,571	12,412,222	43,685,270	14.3	57.3	28.4

(3.) Sailing and Steam Vessels.

1850	5,205,804	2,855,338	648,499	8,709,641	59.8	32.8	7.4
1860	12,087,209	4,067,632	910,284	17,065,125	70.8	23.9	5.3
1870	6,992,967	9,247,169	2,084,926	18,325,062	38.1	50.5	11.4
1880	6,217,893	15,807,135	8,521,998	30,547,026	20.4	51.7	27.9
1890	6,794,601	16,272,680	7,727,372	30,794,653	22.1	52.8	25.1
1891	7,386,455	15,212,975	8,205,491	30,804,921	24.0	49.4	26.6
1892	7,497,701	19,658,307	9,282,637	36,438,645	20.6	53.9	25.5
1893	7,030,373	17,300,256	9,173,642	33,504,271	21.0	51.6	27.4
1894	7,395,728	17,923,358	9,012,004	34,331,090	21.5	52.2	26.3
1895	7,292,309	17,642,677	8,814,006	33,748,992	21.6	52.3	26.1
1896	7,414,556	18,478,904	9,378,298	35,271,758	21.0	52.4	26.6
1897	7,248,625	22,376,171	10,256,248	39,881,044	18.2	56.1	25.7
1898	6,593,489	25,436,432	11,562,128	43,592,049	15.1	58.4	26.5
1899	6,796,012	25,115,745	12,229,133	44,140,890	15.4	56.9	27.7
1900	7,980,353	24,883,543	14,287,359	47,151,255	16.9	52.8	30.3
1901	7,999,333	27,038,295	14,642,690	49,680,318	16.1	54.4	29.5

NOTE.—The above figures are exclusive of the Lake Trade between Canada and the United States except in the years 1850, 1860, and 1870.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued*.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES flying National, British, and Other Flags—*continued*.

CHILE.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL	BRITISH	OTHER
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	1,491	433,347	309,615	744,453	0·2	58·2	41·6
1890	53,266	957,707	507,720	1,518,693	3·5	63·1	33·4
1891	70,126	893,028	553,556	1,516,710	4·6	58·9	36·5
1892	72,016	953,454	563,212	1,588,682	4·5	60·0	35·5
1893	37,489	870,299	539,118	1,446,906	2·6	60·1	37·3
1894	43,374	747,359	571,435	1,362,168	3·2	54·9	41·9
1895	58,445	699,886	487,263	1,245,594	4·7	56·2	39·1
1896	64,453	898,413	634,735	1,597,601	4·0	56·3	39·7
1897	55,687	663,888	497,788	1,217,363	4·6	54·5	40·9
1898	40,014	771,816	598,065	1,409,895	2·8	54·8	42·4
1899	36,162	767,192	632,628	1,435,982	2·5	53·4	44·1
1900	25,206	772,432	806,358	1,603,996	1·6	48·1	50·3
1901	—	—	—	—	—	—	—

(2.) Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	16,392	1,483,994	154,146	1,654,532	1·0	89·7	9·3
1890	796,580	1,744,671	1,679,771	4,221,022	18·9	41·3	39·8
1891	211,255	1,286,622	1,320,451	2,818,328	7·5	45·7	46·8
1892	735,493	2,084,402	1,901,872	4,721,767	15·6	44·1	40·3
1893	452,243	1,743,431	1,549,241	3,744,915	12·1	46·6	41·3
1894	647,617	1,856,000	1,359,615	3,863,232	16·8	48·0	35·2
1895	681,644	2,173,537	1,670,377	4,525,558	15·1	48·0	36·9
1896	550,013	3,135,925	1,993,883	5,679,821	9·7	55·2	35·1
1897	615,581	2,397,211	1,854,119	4,866,911	12·6	49·3	38·1
1898	710,885	2,544,871	1,446,137	4,701,893	15·1	54·1	30·8
1899	758,090	2,825,810	1,478,660	5,062,569	15·0	55·8	29·2
1900	498,691	2,230,971	1,687,612	4,387,274	11·1	50·9	38·0
1901	—	—	—	—	—	—	—

(3.) Sailing and Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	17,883	1,917,341	463,761	2,398,985	0·7	79·9	19·4
1890	849,846	2,702,378	2,187,491	5,739,715	14·8	47·1	38·1
1891	281,381	2,179,650	1,874,007	4,335,038	6·5	50·3	43·2
1892	807,509	3,037,856	2,465,084	6,310,449	12·8	48·1	39·1
1893	489,732	2,613,730	2,088,359	5,191,821	9·4	50·3	40·3
1894	690,991	2,603,359	1,931,050	5,225,400	11·5	49·8	38·7
1895	740,089	2,873,423	2,157,640	5,771,152	12·8	49·8	37·4
1896	614,466	4,034,338	2,628,618	7,277,422	8·4	55·4	36·2
1897	671,268	3,061,099	2,351,907	6,084,274	11·0	50·3	38·7
1898	750,899	3,316,687	2,044,202	6,111,788	12·3	54·3	33·4
1899	794,252	3,593,002	2,111,297	6,498,551	12·2	55·3	32·5
1900	513,897	3,003,403	2,473,970	5,991,270	8·6	50·1	41·3
1901	—	—	—	—	—	—	—

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and for a series of Years, showing the percentage proportion

ARGENTINE REPUBLIC.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	BRITISH.	OTHER.	TOTAL.	Proportion per cent. to Total.		
					NATIONAL.	BRITISH.	OTHER.
					Per Cent.	Per Cent.	Per Cent.
1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	35,466	95,281	409,704	540,451	6·6	17·6	75·8
1890	422,673	630,746	1,213,644	2,267,063	18·7	27·8	53·5
1891	240,693	368,600	709,112	1,318,605	18·2	28·0	53·8
1892	235,119	460,555	675,402	1,371,076	17·1	33·6	49·3
1893	246,549	498,767	700,033	1,445,349	17·1	34·5	48·4
1894	535,323	648,455	952,185	2,135,963	25·1	30·4	44·5
1895	323,726	390,105	852,411	1,566,242	20·7	24·9	54·4
1896	474,348	358,377	675,351	1,508,076	31·4	23·8	44·8
1897	449,199	208,010	486,488	1,143,697	39·3	18·2	42·5
1898	457,861	277,253	465,771	1,200,885	38·2	23·1	38·7
1899	481,526	243,226	571,711	1,296,463	37·1	18·8	44·1
1900	600,659	140,472	504,237	1,245,368	48·2	11·3	40·5
1901	—	—	—	—	—	—	—

(2.) Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	213,904	752,954	735,273	1,702,131	12·6	44·2	43·2
1890	2,791,792	4,367,344	2,421,225	9,580,361	29·1	45·6	25·3
1891	2,476,333	3,902,791	2,251,210	8,630,334	28·7	45·2	26·1
1892	3,114,644	4,876,570	2,524,561	10,515,775	29·6	46·4	24·0
1893	4,499,900	2,700,539	4,192,552	11,392,991	39·5	23·7	36·8
1894	5,043,608	2,575,901	3,910,615	11,530,124	43·7	22·3	34·0
1895	4,675,215	3,426,695	3,593,301	11,695,211	40·0	29·3	30·7
1896	5,514,668	3,639,943	4,546,166	13,700,777	40·3	26·6	33·1
1897	5,102,338	2,595,909	4,035,868	11,734,115	43·5	22·1	34·4
1898	4,768,953	3,572,541	4,628,181	12,969,675	36·8	27·5	35·7
1899	3,987,191	4,486,250	5,537,548	14,010,989	28·5	32·0	39·5
1900	3,869,156	3,776,529	4,473,831	12,119,516	31·9	31·2	36·9
1901	—	—	—	—	—	—	—

(3.) Sailing and Steam Vessels.

1850	—	—	—	—	—	—	—
1860	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—
1880	249,370	848,235	1,144,977	2,242,582	11·1	37·8	51·1
1890	3,214,465	4,998,090	3,634,869	11,847,424	27·1	42·2	30·7
1891	2,717,026	4,271,591	2,960,322	9,948,939	27·3	42·9	29·8
1892	3,349,763	5,337,125	3,199,963	11,886,851	28·2	44·9	26·9
1893	4,746,449	3,199,306	4,892,585	12,838,340	37·0	24·9	38·1
1894	5,578,931	3,224,356	4,862,800	13,666,087	40·8	23·6	35·6
1895	4,998,941	3,816,800	4,445,712	13,261,453	37·7	28·8	33·5
1896	5,989,016	3,998,320	5,221,517	15,208,853	39·4	26·3	34·3
1897	5,551,537	2,803,919	4,522,356	12,877,812	43·1	21·8	35·1
1898	5,226,814	3,849,794	5,093,952	14,170,560	36·9	27·2	35·9
1899	4,468,717	4,729,476	6,109,259	15,307,452	29·2	30·9	39·9
1900	4,469,815	3,917,001	4,978,068	13,364,884	33·4	29·3	37·3
1901	—	—	—	—	—	—	—

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

in Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES flying National, British, and Other Flags—*continued.*

JAPAN.

(1.) Sailing Vessels.

YEARS.	NATIONAL.	OTHER.	TOTAL.	Proportion per cent. to Total.	
				NATIONAL	OTHER
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	—	—	—	—	—
1860	—	—	—	—	—
1870	—	—	—	—	—
1880	6,881	318,657	325,338	2.1	97.9
1890	46,397	228,928	275,325	16.9	83.1
1891	37,835	207,384	245,219	15.4	84.6
1892	28,201	165,781	193,982	14.5	85.5
1893	22,101	184,556	206,657	10.7	89.3
1894	19,395	257,693	277,088	7.0	93.0
1895	8,988	187,738	196,726	4.6	95.4
1896	7,759	262,635	270,394	2.9	97.1
1897	153,219	622,161	775,380	19.8	80.2
1898	190,789	444,402	635,191	30.0	70.0
1899	257,576	559,059	816,635	31.5	68.5
1900	—	—	—	—	—
1901	—	—	—	—	—

(2.) Steam Vessels.

YEARS.	NATIONAL.	OTHER.	TOTAL.	NATIONAL	OTHER
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	—	—	—	—	—
1860	—	—	—	—	—
1870	—	—	—	—	—
1880	290,114	750,044	1,040,158	27.9	72.1
1890	655,018	2,236,061	2,891,079	22.7	77.3
1891	674,623	2,406,522	3,081,145	21.9	78.1
1892	683,828	2,700,981	3,384,809	20.2	79.8
1893	645,981	3,449,363	4,095,344	15.8	84.2
1894	540,813	4,089,518	4,630,331	11.7	88.3
1895	203,253	4,870,558	5,073,811	4.0	96.0
1896	948,207	5,505,001	6,453,208	14.7	85.3
1897	1,249,282	5,329,338	6,578,620	19.0	81.0
1898	1,721,132	5,049,916	6,771,048	25.5	74.5
1899	2,596,147	4,427,683	7,023,780	37.0	63.0
1900	—	—	—	—	—
1901	—	—	—	—	—

(3.) Sailing and Steam Vessels.

YEARS.	NATIONAL.	OTHER.	TOTAL.	NATIONAL	OTHER
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	—	—	—	—	—
1860	—	—	—	—	—
1870	—	—	—	—	—
1880	296,795	1,068,701	1,365,496	21.7	78.3
1890	701,415	2,464,989	3,166,404	22.2	77.8
1891	712,458	2,613,906	3,326,364	21.4	78.6
1892	712,029	2,866,762	3,578,791	19.9	80.1
1893	668,082	3,633,919	4,302,001	15.5	84.5
1894	560,208	4,347,211	4,907,419	11.4	88.6
1895	212,241	5,058,296	5,270,537	4.0	96.0
1896	955,966	5,767,636	6,723,602	14.2	85.8
1897	1,402,501	5,951,499	7,354,000	19.1	80.9
1898	1,911,921	5,494,318	7,406,239	25.8	74.2
1899	2,853,723	4,986,692	7,840,415	36.4	63.6
1900	—	—	—	—	—
1901	—	—	—	—	—

NOTE.—The particulars relating to the nationalities of the foreign vessels entering and clearing at Japanese ports are not obtainable.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in for a series of Years, showing the percentage proportion

DOMINION OF CANADA.*

(1.) Sailing Vessels.

YEARS.	BRITISH (INCLUDING COLONIAL).	FOREIGN.	TOTAL.	Proportion per cent. to Total	
				BRITISH AND COLONIAL.	FOREIGN.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	}	No Information.			
1860					
1870					
1880	2,432,332	1,080,265	3,512,597	69.2	30.8
1890	1,794,206	1,878,942	3,673,148	48.8	51.2
1891	1,738,492	1,881,305	3,619,797	48.0	52.0
1892	1,882,733	1,907,726	3,790,459	49.7	50.3
1893	1,811,904	1,835,563	3,647,467	49.7	50.3
1894	2,137,764	1,806,552	3,944,316	54.2	45.8
1895	1,701,669	1,721,347	3,423,016	49.7	50.3
1896	1,607,231	1,663,073	3,270,304	49.1	50.9
1897	1,590,583	1,692,917	3,283,500	48.4	51.6
1898	1,423,243	1,554,408	2,977,651	47.8	52.2
1899	1,251,159	1,498,171	2,749,330	45.5	54.5
1900	1,211,681	1,486,131	2,697,812	44.9	55.1
1901	1,025,427	1,544,239	2,569,666	39.9	60.1

(2.) Steam Vessels.

1850	}	No Information.			
1860					
1870					
1880	2,006,010	1,268,107	3,274,117	61.3	38.7
1890	3,531,746	3,123,391	6,655,137	53.1	46.9
1891	3,576,052	3,499,347	7,075,399	50.5	49.5
1892	3,788,789	3,173,726	6,962,515	54.4	45.6
1893	4,158,936	2,802,208	6,961,144	59.7	40.3
1894	4,342,962	2,993,258	7,336,220	59.2	40.8
1895	4,346,579	3,207,234	7,553,813	57.5	42.5
1896	4,919,096	3,269,424	8,188,520	60.1	39.9
1897	5,691,024	3,036,456	8,727,480	65.2	34.8
1898	6,383,570	3,224,264	9,607,834	66.4	33.6
1899	7,266,754	3,220,970	10,487,724	69.3	30.7
1900	7,435,438	4,041,871	11,477,309	64.8	35.2
1901	7,345,844	4,627,552	11,973,396	61.4	38.6

(3.) Sailing and Steam Vessels.

1850	}	No Information.			
1860					
1870					
1880	†3,942,392	†1,142,481	†5,084,873	†77.5	†22.5
1890	4,438,342	2,348,372	6,786,714	65.4	34.6
1891	5,325,952	5,002,333	10,328,285	51.6	48.4
1892	5,314,544	5,380,652	10,695,196	49.7	50.3
1893	5,671,522	5,081,452	10,752,974	52.7	47.3
1894	5,970,840	4,637,771	10,608,611	56.3	43.7
1895	6,480,726	4,799,810	11,280,536	57.5	42.5
1896	6,048,248	4,928,581	10,976,829	55.1	44.9
1897	6,526,327	4,932,497	11,458,824	57.0	43.0
1898	7,281,607	4,729,373	12,010,980	60.6	39.4
1899	7,806,813	4,778,672	12,585,485	62.0	38.0
1900	8,517,913	4,719,141	13,237,054	64.3	35.7
1901	8,647,119	5,528,002	14,175,121	61.0	39.0
1901	8,371,271	6,171,791	14,543,062	57.6	42.4

* Exclusive of Vessels engaged on rivers and lakes in trade with the United States.

† For Ontario, Quebec, New Brunswick, and Nova Scotia only.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES
flying National, British, and Other Flags—*continued.*

NEWFOUNDLAND.

(1.) Sailing Vessels.

YEARS.	BRITISH (INCLUDING COLONIAL).	FOREIGN.	TOTAL.	Proportion per cent. to Total.	
				BRITISH AND COLONIAL.	FOREIGN.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	}	No Information.			
1860					
1870					
1880					
1880	284,017	15,550	299,567	94·8	5·2
1890	213,844	29,947	243,791	87·7	12·3
1891	—	—	242,244	—	—
1892	No Information. †				
1893	223,680	30,619	254,299	88·0	12·0
1894	178,491	21,944	200,435	89·1	10·9
1895	—	—	181,858	—	—
1896‡	172,168	19,322	191,490	89·9	10·1
1897‡	160,005	14,102	174,107	91·9	8·1
1898‡	160,957	21,115	182,072	88·4	11·6
1899‡	164,993	37,291	202,284	81·6	18·4
1900‡	175,456	34,897	210,353	83·4	16·6
1901‡	168,436	32,329	200,765	83·9	16·1

(2.) Steam Vessels.

1850	}	No Information.			
1860					
1870					
1880					
1880	269,532	30,835	300,367	89·7	10·3
1890	376,162	14,194	390,356	96·4	3·6
1891	—	—	414,066	—	—
1892	No Information. †				
1893	592,814	5,195	598,009	99·1	0·9
1894	657,496	18,772	676,268	97·2	2·8
1895	—	—	603,523	—	—
1896‡	576,664	23,742	600,406	96·0	4·0
1897‡	531,810	11,786	543,596	97·8	2·2
1898‡	707,497	61,435	768,932	92·0	8·0
1899‡	880,579	158,627	1,039,206	84·7	15·3
1900‡	964,938	272,190	1,237,128	78·0	22·0
1901‡	811,593	395,935	1,207,528	67·2	32·8

(3.) Sailing and Steam Vessels.

1850	243,652	26,094	*268,460	—	—
1860	363,749	38,545	*404,294	—	—
1870	307,721	12,785	320,506	96·0	4·0
1880	553,549	46,385	599,934	92·3	7·7
1890	590,006	44,141	634,147	93·0	7·0
1891	624,194	32,116	656,310	95·1	4·9
1892	No Information. †				
1893	816,494	35,814	852,308	95·8	4·2
1894	835,987	40,716	876,703	95·4	4·6
1895	763,735	21,646	785,381	97·2	2·8
1896‡	748,832	43,064	791,896	94·6	5·4
1897‡	691,815	25,888	717,703	96·4	3·6
1898‡	868,454	82,550	951,004	91·3	8·7
1899‡	1,045,572	195,918	1,241,490	84·2	15·8
1900‡	1,140,394	307,087	1,447,481	78·7	21·3
1901‡	980,029	428,264	1,408,293	69·6	30·4

* Sic in original.

‡ For Year ended 30th June.

† The figures for 1892 cannot be given as the original records were destroyed by fire.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in series of Years, showing the percentage proportion

CAPE OF GOOD HOPE.

(1.) Sailing Vessels.

YEARS.	BRITISH (INCLUDING COLONIAL).	FOREIGN.	TOTAL.	Proportion per cent. to Total.	
				BRITISH AND COLONIAL.	FOREIGN.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	}	No Information.			
1860					
1870					
1880					
1890	335,310	272,852	608,162	55.1	44.9
1891	330,574	254,002	584,576	56.5	43.5
1892	393,315	263,065	656,380	59.9	40.1
1893	256,551	268,362	524,913	48.9	51.1
1894	365,571	265,955	631,526	57.9	42.1
1895	359,522	267,079	626,601	57.4	42.6
1896	505,515	352,659	858,174	58.9	41.1
1897	531,120	440,256	971,376	54.7	45.3
1898	417,642	411,381	829,023	50.4	49.6
1899	393,469	412,358	805,827	48.8	51.2
1900	472,625	481,887	954,512	49.5	50.5
1901	405,192	556,513	961,705	42.1	57.9

(2.) Steam Vessels. †

1850	}	No Information.			
1860					
1870					
1880					
1890	2,263,817	85,398	2,349,215	96.4	3.6
1891	2,272,571	34,460	2,307,031	98.5	1.5
1892	2,475,922	48,230	2,524,152	98.1	1.9
1893	2,600,502	16,830	2,617,332	99.4	0.6
1894	2,729,606	78,202	2,807,808	97.2	2.8
1895	3,142,922	110,553	3,253,475	96.6	3.4
1896	3,834,742	174,803	4,009,545	95.6	4.4
1897	4,209,742	223,047	4,432,789	95.0	5.0
1898	4,429,702	344,230	4,773,932	92.8	7.2
1899	5,282,038*	412,147	5,694,175*	92.8	7.2
1900	8,066,088*	484,392	8,550,480*	94.3	5.7
1901	8,469,847*	547,581	9,017,428*	93.9	6.1

(3.) Sailing and Steam Vessels. †

1850	301,216	57,256	358,472	84.0	16.0
1860	388,217	156,661	544,878	71.2	28.8
1870	314,014	55,125	369,139	85.1	14.9
1880	1,376,905	232,515	1,609,420	85.6	14.4
1890	2,599,127	358,250	2,957,377	87.9	12.1
1891	2,603,145	288,462	2,891,607	90.0	10.0
1892	2,869,237	311,295	3,180,532	90.2	9.8
1893	2,857,053	285,192	3,142,245	90.9	9.1
1894	3,095,177	344,157	3,439,334	90.0	10.0
1895	3,502,444	377,632	3,880,076	90.3	9.7
1896	4,340,257	527,462	4,867,719	89.2	10.8
1897	4,740,862	683,303	5,404,165	87.7	12.3
1898	4,847,344	755,611	5,602,955	86.5	13.5
1899	5,675,497*	824,505	6,500,002*	87.3	12.7
1900	8,538,713*	966,279	9,504,992*	89.8	10.2
1901	8,875,039*	1,104,094	9,979,133*	88.9	11.1

* Inclusive of the tonnage of transports carrying stores, but exclusive of the tonnage of those conveying troops.

† The figures, so far as they relate to steam vessels, represent gross tonnage.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES for a flying National, British, and Other Flags—*continued.*

NATAL.

(1.) Sailing Vessels.

YEARS.	BRITISH (INCLUDING COLONIAL).	FOREIGN.	TOTAL.	Proportion per cent. to Total.	
				BRITISH AND COLONIAL.	FOREIGN.
	Tons.	Tons.	Tons.	Per Cent.	Per Cent.
1850	}	No Information.			
1860					
1870					
1880					
1890-91*	32,752	64,451	97,203	33·7	66·3
1891-92*	29,364	82,493	111,857	26·2	73·8
1892-93*	26,967	71,013	97,980	27·5	72·5
1893-94*	15,319	70,841	86,160	17·8	82·2
1894-95*	22,876	77,634	100,510	22·8	77·2
1896	56,170	202,921	259,091	21·7	78·3
1897	59,037	222,108	281,145	21·0	79·0
1898	51,961	121,448	173,409	30·0	70·0
1899	74,251	123,934	198,185	37·5	62·5
1900	93,494	113,872	207,366	45·1	54·9
1901	72,592	169,397	241,989	30·0	70·0

(2.) Steam Vessels.

1850	}	No Information.			
1860					
1870					
1880					
1890-91*	894,079	1,170	895,249	99·9	0·1
1891-92*	992,849	23,894	1,016,743	97·6	2·4
1892-93*	1,050,872	43,850	1,094,722	96·0	4·0
1893-94*	1,172,225	43,672	1,215,897	96·4	3·6
1894-95*	1,295,707	67,705	1,363,412	95·0	5·0
1896	1,791,552	84,350	1,875,902	95·5	4·5
1897	2,073,898	139,420	2,213,318	93·7	6·3
1898	2,244,199	109,214	2,353,413	95·4	4·6
1899	2,449,765†	130,702	2,580,467†	94·9	5·1
1900	2,452,991†	162,362	2,615,353†	93·8	6·2
1901	3,186,724†	165,715	3,352,439†	95·1	4·9

(3.) Sailing and Steam Vessels.

1850	31,293	228	31,521	99·3	0·7
1860	26,436	3,192	29,628	89·2	10·8
1870	39,605	8,281	47,886	82·7	17·3
1880	355,528	47,323	402,851	88·3	11·7
1890-91*	926,831	65,621	992,452	93·4	6·6
1891-92*	1,022,213	106,387	1,128,600	90·6	9·4
1892-93*	1,077,839	114,863	1,192,702	90·4	9·6
1893-94*	1,187,544	114,513	1,302,057	91·2	8·8
1894-95*	1,318,583	145,339	1,463,922	90·1	9·9
1896	1,847,722	287,271	2,134,993	86·5	13·5
1897	2,132,935	361,528	2,494,463	85·5	14·5
1898	2,296,160	230,662	2,526,822	90·9	9·1
1899	2,524,016†	254,636	2,778,652†	90·8	9·2
1900	2,546,485†	276,234	2,822,719†	90·2	9·8
1901	3,259,316†	335,112	3,594,428†	90·7	9·3

* For year ended 30th June.

† Exclusive of the tonnage of transports.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

TABLE, No. 7.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in series of Years, showing the percentage proportion

NEW ZEALAND.**(1.) Sailing Vessels.**

YEARS.	BRITISH (INCLUDING COLONIAL).	FOREIGN.	TOTAL.	Proportion per cent. to Total.	
				BRITISH AND COLONIAL.	FOREIGN.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1850	}	No Information.			
1860					
1870					
1880					
1890	442,727	69,194	511,921	86.5	13.5
1891	364,275	57,961	422,236	86.3	13.7
1892	354,607	72,729	427,336	83.0	17.0
1893	298,088	46,011	344,099	86.6	13.4
1894	234,869	35,430	270,299	86.9	13.1
1895	229,342	36,102	265,444	86.4	13.6
1896	220,242	61,063	281,305	78.3	21.7
1897	210,139	66,418	276,557	76.0	24.0
1898	202,935	65,348	268,283	75.6	24.4
1899	210,084	65,847	275,931	76.1	23.9
1900	200,412	62,841	263,253	75.1	24.9
1901	227,521	51,037	278,558	81.7	18.3

(2.) Steam Vessels.

1850	}	No Information.			
1860					
1870					
1880					
1890	704,245	96,308	800,553	88.0	12.0
1891	756,180	65,926	822,086	92.0	8.0
1892	826,535	77,452	903,987	91.4	8.6
1893	851,923	62,048	913,971	93.2	6.8
1894	924,186	67,865	992,051	93.2	6.8
1895	986,649	69,804	1,056,453	93.4	6.6
1896	894,525	65,926	960,451	93.1	6.9
1897	1,013,971	71,704	1,085,675	93.4	6.6
1898	1,195,222	67,543	1,262,765	94.7	5.3
1899	1,275,109	68,009	1,343,118	94.9	5.1
1900	1,341,448	75,206	1,416,654	94.7	5.3
1901	1,604,069	256,553	1,860,622	86.2	13.8

(3.) Sailing and Steam Vessels.

1850		No Information.			
1860	201,205	79,364	280,569	71.7	28.3
1870	498,521	40,037	538,558	92.6	7.4
1880	719,351	100,365	819,716	88.0	12.0
1890	1,146,972	165,502	1,312,474	87.4	12.6
1891	1,120,435	123,887	1,244,322	90.0	10.0
1892	1,181,142	150,181	1,331,323	88.7	11.3
1893	1,150,011	108,059	1,258,070	91.4	8.6
1894	1,159,055	103,295	1,262,350	91.8	8.2
1895	1,215,991	105,906	1,321,897	92.0	8.0
1896	1,114,767	126,989	1,241,756	89.8	10.2
1897	1,224,110	138,122	1,362,232	89.9	10.1
1898	1,398,157	132,891	1,531,048	91.3	8.7
1899	1,485,193	133,856	1,619,049	91.7	8.3
1900	1,541,860	138,047	1,679,907	91.8	8.2
1901	1,831,590	307,590	2,139,180	85.6	14.4

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*

FOREIGN TRADE, DISTINGUISHING NATIONAL, BRITISH, AND OTHER SHIPS.

Ballast in the FOREIGN TRADE of the PRINCIPAL MARITIME COUNTRIES and BRITISH COLONIES for a flying National, British, and Other Flags—*continued.*

AUSTRALIAN COMMONWEALTH.

Sailing and Steam Vessels.*

YEARS.	BRITISH (INCLUDING COLONIAL).	FOREIGN.	TOTAL.	Proportion per cent. to Total.	
				BRITISH AND COLONIAL.	FOREIGN.
	Tons.	Tons.	Tons.	Per Cent.	Per Cent.
1850	No Information.		1,090,489†	—	—
1860	2,154,194†	531,773†	2,685,967†	80·2†	19·8†
1870	3,413,908†	288,345†	3,702,253†	92·2†	7·8†
1880	7,279,999†	452,891†	7,732,890†	94·1†	5·9†
1890	12,480,142	1,766,664	14,246,806	87·6	12·4
1891	14,097,603	2,146,209	16,243,812	86·8	13·2
1892	13,961,760	1,920,887	15,882,647	87·9	12·1
1893	13,261,828	1,463,304	14,725,132	90·1	9·9
1894	14,477,606	1,616,462	16,094,068	90·0	10·0
1895	15,040,897	1,806,543	16,847,440	89·3	10·7
1896	16,122,337	2,249,906	18,372,243	87·8	12·2
1897	17,075,783	2,872,606	19,948,388	85·6	14·4
1898	17,522,952	2,768,177	20,291,129	86·4	13·6
1899	18,216,272	3,161,399	21,377,671	85·2	14·8
1900	20,204,640	3,499,564	23,704,204	85·2	14·8
1901					

Note.—The figures given in the Table are inclusive of inter-State trade. Figures exclusive of that trade cannot be given.

* The tonnage of the Sailing and Steam Vessels cannot be distinguished for the Commonwealth of Australia.

† Exclusive of the Northern Territory of South Australia. In 1881 the total tonnage of vessels entered and cleared at ports in the Northern Territory was 101,458 tons (British 86,974 tons, and Foreign 14,484 tons.)

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued*.

FOREIGN TRADE OF THE PRINCIPAL FOREIGN AND COLONIAL PORTS.

TABLE, No. 8.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in Ballast

COUNTRY AND PORT.	ENTRANCES.								
	1898.			1899.			1900.		
	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Foreign Countries:									
RUSSIA:									
St. Petersburg	38,295	1,428,788	1,517,083	77,726	1,553,801	1,161,527	59,495	1,487,137	1,546,632
Odessa	11,859	1,606,242	1,618,201	13,441	1,316,737	1,330,178	8,719	1,197,959	1,206,678
Riga	82,343	979,830	1,062,173	69,798	974,382	1,044,180	80,111	835,516	915,627
Batoum	62,045	940,923	930,968	38,672	931,127	969,799	40,953	794,605	841,560
NORWAY:									
Christiania	194,958	778,762	973,720	173,202	818,039	991,241	210,623	752,806	963,429
SWEDEN:									
Malmö	90,028	1,161,803	1,251,831	91,032	1,193,981	1,285,013	117,692	1,425,358	1,543,050
Gothenburg	87,844	901,070	988,914	72,647	1,052,646	1,125,293	95,696	1,037,182	1,132,778
Helsingborg	68,810	809,941	878,751	74,101	879,804	953,905	84,139	906,060	990,199
Stockholm	75,011	646,379	721,390	81,796	742,289	824,015	84,647	707,477	792,124
DENMARK:									
Copenhagen	237,231	2,399,795	2,657,026	220,049	2,386,331	2,606,380	261,149	2,482,542	2,743,691
GERMANY:									
Hamburg	439,771	6,225,515	6,665,286	521,004	6,516,290	7,037,294	423,979	6,898,497	7,322,476
Stettin	91,206	1,155,694	1,246,900	101,612	1,106,399	1,208,011	88,480	1,196,741	1,285,221
Bremerhaven	40,740	1,052,242	1,092,982	35,930	1,031,669	1,067,599	26,502	1,036,060	1,062,562
Bremen	51,645	596,919	648,564	45,985	599,111	639,678	51,681	646,746	698,427
HOLLAND:									
Rotterdam	178,972	5,269,662	5,448,634	196,407	5,760,030	5,956,487	176,037	5,794,858	5,970,895
Amsterdam	31,644	1,318,910	1,353,454	20,659	1,525,879	1,546,538	19,561	1,440,104	1,459,665
BELGIUM:									
Antwerp	267,640	6,155,166	6,422,806	278,144	6,559,657	6,837,801	286,577	6,459,793	6,696,370
Ostend	36,582	1,164,939	1,201,521	32,881	1,124,026	1,156,907	31,534	1,061,778	1,093,312
FRANCE:									
Marseilles	154,196	4,211,569	4,365,765	153,007	4,542,161	4,695,168	130,313	4,499,286	4,629,599
Havre	236,465	2,053,576	2,292,041	141,541	2,034,150	2,175,691	117,989	2,018,273	2,136,262
Cherbourg	32,941	423,505	456,346	30,926	958,117	989,043	35,291	1,732,887	1,768,178
Boulogne	30,145	865,979	896,124	31,276	1,164,175	1,195,451	17,527	1,393,277	1,410,804
Dunkirk	246,240	1,147,716	1,393,956	190,628	1,113,294	1,303,922	174,800	1,093,986	1,268,786
Bordeaux	68,640	973,360	1,042,000	68,150	942,185	1,000,335	60,803	1,030,617	1,091,422
Rouen	23,374	816,676	840,049	22,202	876,400	908,602	23,626	1,064,172	1,077,798
PORTUGAL:									
Lisbon	100,997	3,591,946	3,692,942	75,154	3,196,602	3,271,756	88,772	3,365,355	3,454,127
Funchal (Madeira)	20,905	2,348,341	2,369,245	27,110	2,207,735	2,234,845	32,612	2,361,196	2,393,798
Ponta Delgada (Azores)	57,276	956,920	1,013,196	35,008	1,306,544	1,343,552	37,649	1,250,652	1,288,301
SPAIN:									
Bilbao	3,619	2,059,259	2,062,878	2,504	2,733,560	2,736,064	8,306	2,344,317	2,352,623
Barcelona	69,052	1,387,521	1,456,573	65,118	1,624,053	1,689,171	66,266	1,664,487	1,730,753
Cádiz	84,236	807,125	891,361	75,996	854,653	930,649	53,441	902,273	955,714
Valencia	23,950	774,059	798,009	30,528	812,755	843,283	40,899	775,473	816,372
ITALY:									
Genoa	141,851	3,748,922	3,890,773	157,491	3,832,815	3,990,306	171,885	4,141,719	4,313,604
Naples	23,111	2,333,266	2,356,377	24,263	2,306,903	2,330,566	24,839	2,612,725	2,637,564
Leghorn	17,270	1,434,446	1,451,716	21,421	1,419,059	1,440,490	20,785	1,444,922	1,465,707
Messina	17,525	1,106,823	1,124,348	10,621	1,248,415	1,259,036	9,924	1,196,576	1,206,500
Venice	72,185	1,080,864	1,153,049	90,770	1,186,262	1,267,032	83,267	1,102,808	1,186,075
Brindisi	5,307	1,264,136	1,269,443	3,888	1,204,303	1,208,191	2,846	1,052,597	1,055,443
AUSTRIA:									
Trieste*	51,926	1,494,809	1,577,235	96,020	1,562,898	1,649,518	78,282	1,533,204	1,630,486
HUNGARY:									
Fiume*	55,823	717,071	772,894	57,923	742,111	800,034	50,339	807,742	858,081

* Excluding vessels engaged in the Trade

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—continued.

FOREIGN TRADE OF THE PRINCIPAL FOREIGN AND COLONIAL PORTS.

in the FOREIGN TRADE at the PRINCIPAL FOREIGN and COLONIAL PORTS in the years 1898 to 1900 inclusive.

CLEARANCES.									COUNTRY AND PORT.
1898.			1899.			1900.			
Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
									Foreign Countries:
									RUSSIA:
83,982	1,399,001	1,482,983	80,593	1,553,416	1,634,008	85,055	1,439,729	1,524,784	St. Petersburg
11,637	1,598,811	1,610,448	12,436	1,303,345	1,315,781	10,816	1,044,225	1,055,041	Odessa
76,384	989,300	1,065,684	69,506	993,045	1,062,551	84,891	855,398	940,289	Riga
60,104	841,723	901,827	39,822	907,293	947,115	45,046	785,746	830,792	Batoum
									NORWAY:
124,153	518,437	642,590	97,817	537,874	635,691	104,463	515,643	620,106	Christiania
									SWEDEN:
55,134	967,987	1,023,121	56,341	977,395	1,033,736	60,309	1,226,623	1,286,932	Malmö
85,472	923,782	1,009,254	80,004	1,056,168	1,136,262	67,520	1,043,686	1,111,206	Gothenburg
38,723	754,259	792,982	40,184	828,896	869,080	45,489	869,722	915,211	Helsingborg
30,968	504,360	535,318	38,074	497,401	535,475	37,180	508,280	545,460	Stockholm
									DENMARK:
267,495	2,411,949	2,679,444	235,906	2,431,532	2,667,338	269,121	2,490,022	2,759,143	Copenhagen
									GERMANY:
467,008	6,311,030	6,778,038	536,988	6,620,588	7,157,576	467,351	6,936,761	7,404,112	Hamburg
82,221	1,078,006	1,160,227	100,092	1,056,281	1,148,373	72,273	1,186,648	1,258,921	Stettin
43,578	1,068,238	1,111,816	38,109	1,029,734	1,067,843	29,411	1,092,017	1,121,428	Bremerhaven
36,784	577,774	614,558	41,296	585,924	627,220	40,657	604,317	644,974	Bremen
									HOLLAND:
177,945	5,131,906	5,309,851	193,453	5,634,878	5,828,331	165,145	5,597,822	5,762,967	Rotterdam
40,044	1,351,193	1,391,237	31,445	1,564,864	1,596,409	18,814	1,498,182	1,516,996	Amsterdam
									BELGIUM:
276,399	6,206,902	6,483,301	285,972	6,467,854	6,753,826	249,334	6,420,378	6,669,712	Antwerp
36,694	1,157,976	1,194,670	32,558	1,119,083	1,151,641	31,384	1,055,127	1,086,511	Ostend
									FRANCE:
155,000	4,663,463	4,818,463	145,000	4,785,020	4,933,946	171,003	4,762,342	4,933,945	Marseilles
224,853	2,254,120	2,478,973	137,992	2,198,087	2,336,079	123,430	2,146,467	2,269,897	Havre
33,886	428,453	462,339	35,670	950,212	985,882	40,000	1,733,663	1,773,706	Cherbourg
26,340	872,417	898,757	28,393	1,169,234	1,197,627	17,607	1,394,486	1,412,093	Boulogne
246,873	1,107,651	1,354,524	185,810	1,062,615	1,238,425	169,288	1,102,001	1,271,269	Dunkirk
48,176	1,018,630	1,066,806	35,169	1,016,063	1,051,232	33,844	1,111,234	1,144,578	Bordeaux
23,922	790,625	814,447	22,906	852,127	874,333	31,319	1,028,539	1,059,858	Rouen
									PORTUGAL:
87,945	3,629,526	3,717,471	72,920	3,220,836	3,293,756	82,799	3,339,085	3,421,884	Lisbon
19,035	2,371,087	2,390,142	27,566	2,228,878	2,254,444	33,140	3,377,369	3,410,509	Funchal (Madeira)
53,702	957,312	1,011,014	34,008	1,289,064	1,323,092	32,904	1,238,529	1,271,333	Ponta Delgada (Azores).
									SPAIN:
—	2,202,504	2,202,504	—	2,683,969	2,683,969	—	2,342,239	2,342,239	Bilbao
45,195	1,217,704	1,262,899	32,770	1,220,405	1,253,175	35,040	1,141,445	1,176,485	Barcelona
91,878	826,710	918,588	74,811	765,346	840,157	60,236	918,651	978,887	Cadiz
15,944	967,988	983,930	18,595	1,048,201	1,066,796	28,908	1,016,230	1,045,138	Valencia
									ITALY:
122,474	3,543,827	3,666,301	123,458	3,556,515	3,679,973	143,082	3,978,290	4,119,372	Genoa
7,309	2,330,233	2,337,542	8,292	2,342,876	2,351,168	14,113	2,625,433	2,639,546	Naples
11,388	1,420,053	1,431,441	14,605	1,412,585	1,427,200	14,776	1,437,813	1,452,589	Leghorn
6,743	1,299,042	1,305,785	7,355	1,424,600	1,431,855	5,921	1,363,128	1,369,049	Messina
67,785	1,079,185	1,146,970	66,773	1,172,365	1,238,138	75,957	1,102,588	1,178,545	Venice
5,177	1,269,579	1,274,756	4,877	1,209,042	1,213,919	4,178	1,048,965	1,053,143	Brindisi
									AUSTRIA:
89,905	1,483,874	1,573,779	81,408	1,553,712	1,635,120	79,197	1,565,145	1,644,342	Trieste*
									HUNGARY:
62,625	729,508	792,128	59,492	812,390	871,882	59,831	915,474	975,305	Fiume*

*between Austria and Hungary.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*FOREIGN TRADE OF THE PRINCIPAL FOREIGN AND COLONIAL PORTS—*continued.*

TABLE, No. 8.—TONNAGE of Sailing and Steam Vessels Entered and Cleared with Cargoes and in Ballast

COUNTRY AND PORT.	ENTRANCES.								
	1898.			1899.			1900.		
	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.
Foreign Countries :—<i>contd.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
UNITED STATES : *									
New York	762,981	7,008,431	7,771,412	654,764	7,052,713	7,707,477	691,903	7,584,798	8,176,761
Boston and Charlestown	224,381	1,686,109	1,910,490	177,116	1,952,679	2,129,795	135,819	2,100,247	2,236,066
Philadelphia	248,655	1,387,494	1,636,149	147,397	1,511,020	1,658,417	164,910	1,685,740	1,850,656
Baltimore	54,098	1,600,263	1,654,361	55,498	1,549,592	1,605,090	42,302	1,628,083	1,677,385
New Orleans	42,204	1,566,353	1,598,557	75,799	1,360,784	1,436,183	47,956	1,627,478	1,675,434
San Francisco	549,741	546,538	1,096,279	463,401	624,650	1,088,051	492,300	869,418	1,351,718
MEXICO : *									
Vera Cruz	}	Information not available.	{	99,000	942,855	971,835	17,412	901,364	918,776
Tampico				23,287	712,371	735,658	25,280	899,672	924,952
URUGUAY :									
Monte Video	130,905	1,945,894	2,076,879	128,573	2,174,786	2,303,359	117,760	2,201,194	2,318,954
ARGENTINE :									
Buenos Ayres	457,836	2,564,298	3,022,134	485,818	2,816,327	3,302,145	406,726	2,382,855	2,789,581
CHILE :									
Valparaiso	104,002	603,625	708,487	103,002	650,348	833,250	204,350	641,282	845,638
CHINA : †									
Shanghai	197,959	1,890,291	4,094,250	151,896	4,338,366	4,490,262	130,091	4,596,350	4,726,441
Chinkiang	147,038	1,619,210	1,766,248	163,000	1,932,648	2,095,708	147,474	2,207,570	2,355,044
Wuhu	31,190	1,454,270	1,485,460	36,517	1,643,132	1,679,649	24,483	1,856,717	1,890,200
Canton	14,415	1,824,990	1,839,405	21,990	1,848,355	1,870,354	8,616	1,751,498	1,760,114
JAPAN :									
Nagasaki	34,226	1,213,011	1,247,237	33,770	1,305,225	1,338,995	Information not available.		
British Colonies and Possessions :									
Gibraltar	42,347	4,521,475	4,563,822	40,000	4,282,963	4,322,963	46,886	4,406,197	4,453,083
Malta	61,551	3,502,177	3,563,728	62,346	3,235,366	3,297,712	64,512	3,473,576	3,538,088
Aden ‡ ¶	—	2,636,294	2,636,294	—	2,467,665	2,467,665	696	2,349,009	2,349,707
India : † ||									
Calcutta	169,290	959,321	1,128,611	121,316	984,257	1,105,573	52,611	1,134,995	1,187,606
Bombay	31,896	1,339,385	1,371,283	33,974	1,237,973	1,261,947	20,747	1,130,740	1,151,487
Ceylon :									
Colombo §	61,950	2,014,329	2,076,278	56,804	2,187,378	2,244,182	58,243	3,774,501	3,832,744
Straits Settlements : **									
Singapore	24,382	4,190,374	4,144,756	48,488	4,367,772	4,416,260	26,053	4,809,995	4,836,048
Penang	6,242	1,874,212	1,880,454	4,879	1,865,725	1,870,104	3,446	2,097,256	2,100,702
Hong Kong :									
Victoria ††	No Information.		6,639,702	No Information.		6,720,769	No Information.		7,021,962
Cape Town	240,665	1,179,896	1,720,564	262,342	1,824,553	2,086,895	348,050	3,063,165	3,431,215
Australia :									
Melbourne	190,871	2,188,832	2,379,703	179,895	2,355,291	2,535,186	225,598	2,602,351	2,827,949
Sydney	282,492	2,123,981	2,406,473	266,946	2,322,511	2,589,457	303,546	2,413,106	2,716,651
Adelaide	No Information.		1,513,266	No Information.		1,490,204	No Information.		1,519,902
Albany	19,769	845,812	865,581	32,655	889,025	921,680	33,172	999,263	1,032,435
Canada : *									
Montreal (Ocean Trade)	4,231	1,045,538	1,049,769	7,336	1,155,576	1,162,912	8,535	1,010,367	1,018,902
Halifax	90,739	538,677	629,416	97,795	642,057	739,852	123,589	743,400	866,989

NOTE.—The figures given for the Ports in Spain, Italy and Mexico include the tonnage of Vessels (engaged in the Foreign trade) calling at several ports in the course of the same voyage, the tonnage of such vessels being taken account of at each port of call.

* Years ended 30th June.

† The figures given for the Ports in China include the tonnage of vessels engaged in the coasting trade between the various Treaty Ports, the particulars for vessels engaged in the Foreign trade at each port not being separately distinguished in the published returns.

‡ For the twelve months ended 31st March of the years following those stated.

§ Exclusive of Native Craft, and of Vessels engaged in trade with Foreign Indian ports.

PRINCIPAL MARITIME COUNTRIES AND BRITISH COLONIES—*continued.*FOREIGN TRADE OF THE PRINCIPAL FOREIGN AND COLONIAL PORTS—*continued.*in the Foreign Trade at the Principal Foreign and Colonial Ports in the years 1898-1900 inclusive—*continued.*

CLEARANCES.									COUNTRY AND PORT.
1898.			1899.			1900.			
Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	Sailing Vessels.	Steam Vessels.	Total.	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
778,221	6,798,409	7,576,630	639,723	6,856,556	7,496,279	628,244	7,215,285	7,843,529	Foreign Countries— <i>contd.</i> UNITED STATES: * New York Boston and Charlestown Philadelphia Baltimore New Orleans San Francisco MEXICO: * Vera Cruz Tampico URUGUAY: Monte Video ARGENTINE: Buenos Ayres CHILE: Valparaiso CHINA: † Shanghai Chinkiang Wuhu Canton JAPAN: Nagasaki British Colonies and Possessions: Gibraltar. Malta. Aden. †† India: †† Calcutta. Bombay. Ceylon: Colombo ‡ Straits Settlements: ** Singapore. Penang. Hong Kong: Victoria. †† Cape Town. Australia: Melbourne. Sydney. Adelaide. Albany. Canada: * Montreal (Ocean Trade). Halifax.
198,616	1,463,256	1,661,872	164,621	1,708,127	1,872,748	171,939	1,737,182	1,909,121	
234,804	1,357,785	1,592,589	199,258	1,489,133	1,688,391	161,578	1,724,381	1,885,959	
53,183	1,771,785	1,824,970	55,586	1,663,618	1,729,202	52,994	1,722,275	1,775,269	
39,602	1,602,358	1,641,960	48,836	1,383,020	1,431,856	43,981	1,676,027	1,720,008	
581,221	538,338	1,119,559	340,210	637,617	977,827	486,736	852,912	1,339,648	
Information not available.			29,641	740,508	770,356	17,490	910,737	928,157	
			31,425	506,831	628,261	20,065	746,176	766,241	
104,666	1,888,325	1,992,991	106,318	2,064,853	2,191,171	81,776	1,970,947	2,052,723	
352,401	2,383,675	2,736,076	445,068	2,524,128	2,969,196	356,697	2,148,626	2,505,323	
20,590	600,185	620,784	23,521	627,612	651,133	19,642	624,716	644,358	
199,164	3,911,614	4,110,778	147,727	4,299,954	4,447,681	125,469	4,580,489	4,705,978	
146,529	1,619,210	1,765,739	163,384	1,932,648	2,096,032	147,190	2,205,882	2,353,072	
31,004	1,453,100	1,484,104	36,757	1,635,844	1,672,601	23,816	1,857,455	1,881,271	
14,289	1,822,473	1,836,762	22,125	1,848,641	1,870,766	6,533	1,756,146	1,764,679	
30,233	890,355	920,608	34,598	946,231	980,849	Information not available.			
40,925	4,509,643	4,550,568	36,177	4,263,501	4,299,678	42,821	4,371,833	4,414,654	
60,793	3,521,198	3,581,993	65,648	3,227,204	3,292,942	59,146	3,468,096	3,531,542	
—	2,624,986	2,624,986	—	2,477,879	2,477,879	696	2,345,344	2,346,042	
171,801	967,572	1,139,463	137,621	1,017,739	1,155,360	50,720	1,194,427	1,245,147	
26,150	1,070,889	1,097,039	19,611	977,090	996,701	18,708	843,697	862,406	
63,203	2,518,256	2,681,459	56,367	2,179,730	2,236,097	58,128	3,775,576	3,833,704	
37,276	4,105,152	4,142,428	43,835	4,366,078	4,409,913	31,056	4,602,933	4,633,989	
6,242	1,874,402	1,880,644	4,379	1,868,932	1,873,311	3,740	2,092,056	2,095,796	
No information.		6,613,031	No information.		6,716,378	No information.		7,000,185	
261,464	1,206,985	1,470,449	246,764	1,404,621	1,651,385	312,520	2,263,172	2,575,692	
176,068	2,127,992	2,304,060	151,251	2,260,681	2,411,932	225,436	2,496,439	2,721,875	
127,176	1,771,669	1,898,845	112,328	1,864,739	1,977,067	112,282	1,997,457	2,109,739	
No information.		1,494,099	No information.		1,427,426	No information.		1,408,155	
22,067	810,485	832,552	38,462	832,757	871,219	33,719	980,716	994,435	
5,799	1,125,580	1,131,379	11,394	1,215,463	1,226,857	1,888	1,047,523	1,049,411	
80,276	529,786	610,062	99,843	618,398	718,441	84,176	756,621	840,796	

* Exclusive of Native Craft.

† Exclusive of the tonnage of vessels that called for the purpose of coaling and for orders. The figures are taken from the Ceylon Administration Reports.

** Exclusive of Warships, Transports, Yachts, Native Craft, and Vessels under 50 tons. The trade between the Settlements is included.

†† Exclusive of Chinese junks engaged in the Foreign Trade. The tonnage of these vessels entered and cleared was 1,106,333 tons and 1,124,637 tons respectively in 1900.

TRADE OF BRITISH INDIA WITH PRINCIPAL COUNTRIES.

TABLE, No. 9.—TONNAGE of SAILING AND STEAM VESSELS Entered and Cleared the Years 1882-83 to 1900-01, distinguishing

(a) Entrances

YEARS (ending 31st March).	United Kingdom.	British Possessions.	FOREIGN COUNTRIES.	
			Austria-Hungary.	France.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1882-83 - - -	1,364,562	1,405,735	52,402	50,265
1883-84 - - -	1,493,587	1,351,565	81,333	77,501
1884-85 - - -	1,522,559	1,161,325	59,994	26,905
1885-86 - - -	1,642,070	1,336,931	58,567	5,456
1886-87 - - -	1,498,989	1,336,109	42,497	3,556
1887-88 - - -	1,674,234	1,241,445	59,561	—
1888-89 - - -	1,554,279	1,353,118	42,923	2,550
1889-90 - - -	1,341,475	1,548,784	53,391	2,166
1890-91 - - -	1,433,654	1,606,098	49,161	851
1891-92 - - -	1,450,896	1,563,290	52,105	57,751
1892-93 - - -	1,403,162	1,477,199	55,703	9,253
1893-94 - - -	1,338,015	1,408,051	66,884	5,338
1894-95 - - -	1,604,089	1,542,667	60,049	9,629
1895-96 - - -	1,412,425	1,628,069	64,591	23,347
1896-97 - - -	1,191,295	1,632,351	55,236	38,825
1897-98 - - -	1,159,730	1,689,434	77,637	22,109
1898-99 - - -	1,164,339	2,020,694	88,955	45,079
1899-1900 - - -	1,166,773	1,974,748	123,141	31,309
1900-01 - - -	922,474	2,112,037	98,161	23,379

(b) Clearances

	United Kingdom.	British Possessions.	FOREIGN COUNTRIES.	
			Austria-Hungary.	France.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1882-83 - - -	1,558,246	863,918	67,896	306,722
1883-84 - - -	1,499,067	813,457	77,844	368,003
1884-85 - - -	1,326,428	801,539	70,483	288,384
1885-86 - - -	1,537,694	900,000	61,850	271,651
1886-87 - - -	1,464,489	873,510	81,449	271,085
1887-88 - - -	1,410,846	963,411	69,687	229,461
1888-89 - - -	1,380,150	932,531	52,061	272,839
1889-90 - - -	1,368,914	1,002,574	56,975	206,321
1890-91 - - -	1,226,001	1,173,549	54,945	202,768
1891-92 - - -	1,399,668	1,112,754	50,264	370,180
1892-93 - - -	1,315,489	993,674	58,298	238,667
1893-94 - - -	1,316,349	1,028,058	68,712	321,014
1894-95 - - -	1,180,553	1,230,429	79,857	259,916
1895-96 - - -	1,254,805	1,269,892	68,874	217,375
1896-97 - - -	1,115,415	1,236,281	65,184	183,430
1897-98 - - -	1,123,526	1,332,404	90,522	160,483
1898-99 - - -	1,260,404	1,343,891	100,000	247,023
1899-1900 - - -	1,186,549	1,254,237	97,366	182,974
1900-01 - - -	1,068,855	1,406,628	131,753	170,760

TRADE OF BRITISH INDIA WITH PRINCIPAL COUNTRIES.

with Cargoes and in Ballast in the FOREIGN TRADE of BRITISH INDIA in each of the Countries with which Trade is carried on.

(a) Entrances.

FOREIGN COUNTRIES.			TOTAL, Foreign Countries.	TOTAL, Foreign Trade.	YEARS (ending 31st March)
Germany.	Italy.	America.*			
Tons.	Tons.	Tons.	Tons.	Tons.	
14,405	53,954	171,506	768,591	3,538,878	1882-83.
15,611	63,102	143,731	787,153	3,632,305	1883-84.
10,133	41,515	130,938	607,125	3,291,009	1884-85.
12,173	59,827	123,309	611,886	3,640,687	1885-86.
27,659	74,290	124,164	729,574	3,514,872	1886-87.
17,079	48,683	102,251	598,486	3,514,214	1887-88.
7,726	52,205	70,667	542,782	3,450,179	1888-89.
37,434	49,407	181,942	767,922	3,658,181	1889-90.
88,870	47,141	152,579	821,089	3,862,841	1890-91.
142,277	113,681	141,145	1,294,189	4,308,375	1891-92.
114,627	110,000	195,225	1,021,835	3,902,193	1892-93.
143,898	42,166	206,445	1,051,845	3,797,911	1893-94.
172,245	45,455	126,128	1,009,630	4,153,386	1894-95.
167,211	42,978	106,383	1,067,525	4,128,039	1895-96.
150,783	32,235	83,024	1,060,343	3,883,000	1896-97.
149,052	33,905	95,005	1,068,597	3,917,761	1897-98.
139,316	66,689	76,088	1,398,153	4,583,186	1898-99.
146,311	40,044	58,951	1,328,827	4,470,348	1899-1900.
151,733	40,776	42,224	1,190,731	4,225,242	1900-01.

(b) Clearances.

FOREIGN COUNTRIES.			TOTAL, Foreign Countries.	TOTAL, Foreign Trade.	
Germany.	Italy.	America.*			
Tons.	Tons.	Tons.	Tons.	Tons.	
19,437	52,979	147,348	1,110,942	3,533,006	1882-83.
17,764	29,918	149,232	1,305,774	3,618,298	1883-84.
18,719	54,599	164,173	1,170,794	3,358,761	1884-85.
16,284	65,857	123,363	1,215,608	3,653,902	1885-86.
21,739	193,505	129,735	1,319,522	3,657,521	1886-87.
26,755	150,767	170,572	1,300,994	3,675,251	1887-88.
31,963	92,733	137,886	1,220,472	3,533,153	1888-89.
61,474	74,000	161,647	1,283,917	3,657,405	1889-90.
117,485	77,598	198,195	1,422,563	3,822,113	1890-91.
137,068	74,945	149,196	1,769,854	4,282,276	1891-92.
178,167	69,811	167,200	1,480,932	3,790,095	1892-93.
167,081	77,752	115,597	1,623,568	3,867,975	1893-94.
220,074	55,980	202,695	1,688,454	4,099,436	1894-95.
189,247	75,567	153,563	1,573,864	4,096,561	1895-96.
190,803	61,952	126,130	1,462,900	3,814,596	1896-97.
208,833	59,538	179,411	1,410,939	3,866,869	1897-98.
271,106	94,412	139,580	1,928,165	4,532,460	1898-99.
234,082	61,102	119,550	1,716,352	4,157,138	1899-1900.
226,908	65,820	115,473	1,565,705	4,044,188	1900-01.

* Including United States, and Central and South America; also West Indies (other than British).

FOREIGN TRADE OF BRITISH INDIA—DISTINGUISHING NATIONALITIES.

TABLE, No. 10.—TONNAGE of SAILING AND STEAM VESSELS Entered and Cleared
years 1882-1883 to 1900-01, distinguishing

(a) Entrances. - - - - -

YEARS ending 31st March).	British.	British Indian.	FOREIGN NATIONALITIES.		
			Austro- Hungarian.	French.	German.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1882-83 - - -	2,686,523	189,197	69,366	84,732	110,882
1883-84 - - -	2,806,426	176,708	65,706	135,062	79,852
1884-85 - - -	2,581,353	146,687	69,319	97,003	79,584
1885-86 - - -	2,895,603	135,333	71,302	82,339	104,453
1886-87 - - -	2,745,162	123,865	89,502	53,802	131,168
1887-88 - - -	2,823,712	126,068	101,492	39,557	86,527
1888-89 - - -	2,814,877	155,234	87,937	51,923	56,147
1889-90 - - -	2,960,551	156,670	90,214	64,490	93,319
1890-91 - - -	3,161,765	153,378	87,628	62,121	135,976
1891-92 - - -	3,563,678	146,659	81,415	53,973	165,766
1892-93 - - -	3,158,225	150,124	88,067	41,998	203,785
1893-94 - - -	3,076,277	134,821	112,790	41,981	193,586
1894-95 - - -	3,406,546	145,711	107,770	40,174	187,624
1895-96 - - -	3,314,415	131,049	113,347	79,285	224,007
1896-97 - - -	3,086,971	138,101	133,382	79,677	217,244
1897-98 - - -	3,127,061	142,882	127,283	60,741	198,815
1898-99 - - -	3,770,301	108,641	119,781	90,315	215,217
1899-1900 - - -	3,650,004	72,690	179,689	86,589	212,895
1900-01 - - -	3,333,480	92,236	189,905	102,734	261,833

(b) Clearances. - - - - -

	British.	British Indian.	FOREIGN NATIONALITIES.		
			Austro- Hungarian.	French.	German.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1882-83 - - -	2,680,247	171,902	68,849	106,352	102,613
1883-84 - - -	2,762,250	171,141	64,365	151,521	83,229
1884-85 - - -	2,627,613	140,039	67,623	115,036	81,187
1885-86 - - -	2,874,566	169,211	66,544	94,496	101,176
1886-87 - - -	2,888,614	138,215	93,284	53,591	132,611
1887-88 - - -	2,949,035	140,229	102,214	37,735	95,633
1888-89 - - -	2,898,135	153,820	92,638	51,915	54,118
1889-90 - - -	2,991,705	149,081	91,725	51,914	87,677
1890-91 - - -	3,174,670	140,850	77,131	48,593	117,689
1891-92 - - -	3,583,354	148,963	84,115	45,800	143,496
1892-93 - - -	3,072,646	150,185	89,025	37,196	162,155
1893-94 - - -	3,180,479	136,788	109,812	44,249	166,060
1894-95 - - -	3,378,303	142,481	110,260	41,308	174,830
1895-96 - - -	3,323,827	130,804	124,011	83,203	199,746
1896-97 - - -	3,078,271	137,856	106,347	76,722	193,970
1897-98 - - -	3,087,527	138,500	138,203	59,672	192,678
1898-99 - - -	3,697,915	108,062	144,624	91,772	225,096
1899-1900 - - -	3,389,783	68,596	147,374	88,737	208,068
1900-01 - - -	3,197,027	88,981	174,570	87,873	258,595

FOREIGN TRADE OF BRITISH INDIA—DISTINGUISHING NATIONALITIES.

with Cargoes and in Ballast in the FOREIGN TRADE of BRITISH INDIA in each of the the Nationalities of the Vessels.

(a) Entrances.

FOREIGN NATIONALITIES.			Native.	TOTAL.	YEARS (ending 31st March).
Italian.	American.	TOTAL.			
<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
139,352	43,266	575,527	87,631	3,538,878	1882-83.
120,292	20,737	565,483	83,688	3,632,305	1883-84.
69,336	36,270	494,284	68,685	3,291,009	1884-85.
79,533	28,592	537,480	72,271	3,640,687	1885-86.
93,055	40,223	559,861	75,784	3,514,672	1886-87.
96,104	44,044	470,223	83,311	3,514,214	1887-88.
109,224	20,961	399,104	80,964	3,450,179	1888-89.
91,557	22,197	456,706	84,234	3,658,181	1889-90.
80,822	18,134	463,672	84,026	3,862,841	1890-91.
85,238	15,814	507,944	90,094	4,308,375	1891-92.
73,541	3,416	507,901	85,946	3,902,196	1892-93.
61,050	3,438	504,074	82,739	3,797,911	1893-94.
60,937	8,606	525,233	78,996	4,156,386	1894-95.
57,245	4,080	601,607	80,268	4,128,039	1895-96.
48,150	1,172	581,725	77,192	3,883,999	1896-97.
51,788	3,030	572,046	75,772	3,917,761	1897-98.
58,398	2,066	637,849	66,305	4,583,186	1898-99.
58,146	2,481	691,897	55,757	4,470,348	1899-1900.
63,262	—	740,140	59,386	4,225,242	1900-01.

(b) Clearances.

FOREIGN NATIONALITIES.			Native.	TOTAL.	
Italian.	American.	TOTAL.			
<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
142,102	42,186	592,766	88,001	3,533,006	1882-83.
128,316	31,296	596,539	88,368	3,618,298	1883-84.
74,568	28,268	513,390	77,119	3,358,761	1884-85.
85,255	20,644	534,063	76,062	3,853,902	1885-86.
90,367	27,769	542,864	87,828	3,657,521	1886-87.
108,134	53,463	498,780	87,207	3,675,251	1887-88.
105,582	23,889	394,067	85,131	3,533,153	1888-89.
85,643	21,846	428,598	83,021	3,657,405	1889-90.
79,054	19,257	421,012	85,581	3,822,113	1890-91.
82,688	15,100	468,904	81,055	4,282,276	1891-92.
77,699	11,694	480,806	80,458	3,790,095	1892-93.
63,829	2,205	468,774	75,934	3,667,975	1893-94.
58,581	3,550	500,760	77,892	4,099,436	1894-95.
55,000	4,210	568,093	75,837	4,098,561	1895-96.
48,705	978	521,341	77,128	3,814,596	1896-97.
55,604	1,868	565,923	74,919	3,866,869	1897-98.
58,438	1,320	659,755	66,728	4,532,460	1898-99.
57,761	1,026	644,723	54,056	4,157,133	1899-1900.
65,186	—	699,485	58,685	4,044,188	1900-01.

PART II.

TONNAGE ON REGISTER.

TABLE, No. 11.—TONNAGE of the MERCHANT NAVIES of the BRITISH EMPIRE, the UNITED KINGDOM,
(1.) Sailing and Steam Vessels.

COUNTRIES.	1840.	1850.	1860.	1870.	1880.	1890.	1891.	
United Kingdom (including Channel Islands and Isle of Man)	Tons. 2,768,262	Tons. 3,565,133	Tons. 4,658,687	Tons. 5,690,789	Tons. 6,574,513	Tons. 7,978,538	Tons. 8,279,297	1
Canada	286,887	396,470	546,973	819,665	1,237,848	995,397	975,463	2
Newfoundland	43,949	51,869	92,639	76,947	86,561	98,619	100,190	3
Australia	27,741	53,543	137,896	182,434	209,949	296,359	285,968	4
New Zealand		3,293	8,717	27,306	64,457	73,056	75,827	5
British India (including Ceylon)	184,699	162,654	266,056	351,993	89,282	70,064	70,841	6
Other British Possessions*					184,561	176,055	173,988	7
British Possessions: Total of	543,276	667,829	1,052,281	1,458,345	1,872,658	1,709,550	1,682,277	8
British Empire:† Total of	3,311,538	4,232,962	5,710,968	7,149,134	8,447,171	9,688,088	9,961,574	9
Russia	-	-	-	-	467,884	-	-	10
(Vessels of 25 tons and upwards.)								
Finland	-	-	-	-	288,308	-	-	11
(Vessels of all tonnages.)								
Norway	276,697	298,315	558,927	1,022,515	1,518,658	1,705,699	1,738,580	12
(Vessels of 4 tons and upwards.)								
Sweden	-	-	-	346,862	542,642	510,947	532,097	13
(Vessels of 20 tons and upwards.)‡								
Denmark †	-	-	-	178,646	249,466	302,194	310,952	14
(Vessels of 4 tons and upwards.)								
Hamburg ¶¶¶	-	71,257	142,416	184,496	244,279	538,229	569,238	15
Bremen ¶¶¶	43,647	67,770	121,863	171,654	270,209	378,038	393,599	16
Total German Empire	-	-	-	982,355	1,181,525	1,433,413	1,468,985	17
(Vessels of 17½ tons and upwards.)								
Holland	-	292,576	433,922	389,614	328,281	255,711	292,301	18
Belgium	22,610	34,919	33,111	30,149	75,666	75,946	72,905	19
(Vessels of 50 tons and upwards.)								
France	662,500	688,153	996,124	1,072,048	919,298	944,013	948,079	20
(Vessels of 2 tons and upwards.)								
Spain	-	-	-	-	560,133	618,182	639,961	21
(Vessels of 50 tons and upwards.)								
Italy ‡	-	-	-	1,012,164	999,196	820,716	825,757	22
(Vessels of 2 tons and upwards.)								
Austria §	-	-	-	329,377	223,824	153,476	151,885	23
Hungary §	-	-	-			51,523	51,350	24
Greece	-	-	263,075	404,063	-	271,386	268,799	25
United States ||:								
Registered for Oversea (Foreign Trade)	899,765	1,585,711	2,546,237	1,516,800	1,352,810	946,695	1,005,950	26
Enrolled and Licensed (including Lake and River Steamers) ¶	1,240,860	1,899,555	2,752,938	2,677,940	2,715,224	3,477,802	3,678,809	27
(Vessels of 5 tons and upwards.)								
China **	-	-	-	-	21,694	41,567	42,559	28
Japan ††	-	-	-	-	89,309	145,692	145,725	29

* These figures do not include the tonnage of British Vessels registered at Shanghai, which was made a port of British registry from 1st November, 1875, by Order in Council under the Merchant Shipping Act, 1873, and the Foreign Jurisdiction Act, 1843. The tonnage of such vessels was 30,517 in 1899 and 46,372 in 1900, and 57,446 in 1901.

† Including also vessels on the register in Iceland, the Faroe Islands, and the Danish West Indies. The admasurement was according to the Danube Rule prior to 1895, but in that year the British Rule was adopted.

‡ Small coasting vessels and fishing boats are included in the year 1870.

§ Excluding small coasting vessels and fishing boats. Including the vessels trading on the Danube in the case of Austria.

¶¶¶ The figures relating to Hamburg and Bremen are extracted from the published returns issued by the Local Authorities of these ports, and are slightly different from those included by the Imperial Statistical Authorities in the totals for the German Empire.

TONNAGE OF MERCHANT NAVIES (BRITISH AND FOREIGN).

TONNAGE ON REGISTER.

and the PRINCIPAL MARITIME COUNTRIES, for the Years 1840, 1850, 1860, 1870, 1880, and 1890-1901.

(1.) Sailing and Steam Vessels.

	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	8,644,754	8,778,503	8,956,181	8,988,450	9,020,282	8,953,171	9,001,860	9,164,342	9,304,108	9,608,420
2	937,088	878,075	843,147	805,389	765,344	708,154	682,244	656,737	639,225	675,627
3	100,304	107,684	108,063	106,377	104,189	106,118	109,174	107,168	112,221	114,553
4	292,010	292,339	286,132	291,649	298,125	317,167	325,796	322,504	333,550	342,166
5	74,581	72,719	73,482	74,562	76,556	87,837	90,995	92,217	98,753	101,863
6	66,162	65,413	65,140	65,564	60,663	63,318	61,405	70,051	76,437	79,700
7	171,299	170,834	180,127	172,671	178,148	180,677	189,169	189,180	187,098	198,059
8	1,641,444	1,587,064	1,556,091	1,516,212	1,483,025	1,463,271	1,458,783	1,437,857	1,447,284	1,511,968
9	10,286,198	10,365,567	10,512,272	10,504,662	10,503,307	10,416,442	10,460,643	10,602,199	10,751,392	11,120,388
10	-	-	-	528,987	577,207	605,804	554,141	601,981	633,821	-
11	257,854	260,505	265,646	265,698	272,509	290,553	319,826	326,155	340,715	-
12	1,744,993	1,690,911	1,599,117	1,604,965	1,566,558	1,552,199	1,558,378	1,534,934	1,508,118	1,467,000
13	548,711	546,515	550,350	483,003	496,819	524,126	557,386	587,669	613,792	-
14	318,837	330,911	334,899	330,033	345,583	356,108	394,685	423,549	408,440	-
15	591,180	618,488	663,703	664,799	680,136	715,465	758,417	856,619	988,656	1,086,594
16	406,172	414,215	427,735	422,205	422,029	450,132	496,104	513,285	583,269	634,726
17	1,511,579	1,522,058	1,553,902	1,502,044	1,487,577	1,555,371	1,639,552	1,737,798	1,941,645	-
18	292,763	294,783	293,226	290,657	294,949	296,081	302,224	320,320	346,923	-
19	70,395	75,538	79,188	87,213	85,739	85,427	90,971	108,537	113,259	110,457
20	905,606	895,423	890,539	887,078	894,071	920,871	900,288	957,756	1,037,726	-
21	652,140	676,776	687,227	719,572	756,305	657,924	-	674,711	774,579	-
22	811,264	796,461	779,135	776,077	765,281	786,644	815,162	873,054	945,008	-
23	146,862	146,024	138,653	146,098	155,130	168,058	164,506	172,286	192,076	-
24	51,321	64,777	63,339	62,988	60,149	64,941	59,769	60,072	66,344	-
25	311,550	314,462	-	-	-	-	-	-	-	-
26	994,675	899,803	916,180	838,186	844,954	805,584	737,709	848,246	826,634	889,129
27	3,770,246	3,925,268	3,767,849	3,797,773	3,858,926	3,963,436	4,012,029	4,016,992	4,338,145	4,635,089
28	42,241	42,448	44,675	49,307	58,154	62,945	63,268	66,917	†††38,756	-
29	148,332	155,172	212,925	386,163	417,643	426,909	648,324	796,930	863,830	-

† Years ended 30th June.

† Registered tonnage is that employed in the foreign trade and in the whale fisheries. Enrolled and licensed is that employed in the river, lake and coasting trade, and in the cod and mackerel fisheries.

** Vessels of foreign (i.e. Non-Chinese) type only, belonging to Chinese owners, and sailing under the Chinese flag.

†† Vessels of foreign type only, excluding junks. The particulars in 1899, however, include also sailing vessels of half Japanese and half foreign type.

†† Prior to 1895 Steam Vessels of all tonnages and Sailing Vessels above 10 tons were included.

‡ New method of Tonnage admeasurement was adopted in this year. ‡‡ Provisional figures.

††† Gross tonnage in the 3 years.

††† Owing to the transfer of a large number of sea-going vessels to foreign flags, the steamers of foreign type consist now mainly of small steam launches for inland navigation.

TONNAGE ON REGISTER—continued,

TABLE, No. 11.—TONNAGE of the MERCHANT NAVIES of the BRITISH EMPIRE, the UNITED KINGDOM, and

(2.) Steam Vessels only.

COUNTRIES.	1840.	1850.	1860.	1870.	1880.	1890.	
United Kingdom (including Channel Islands and Isle of Man)	Tons. 87,928	Tons. + 168,474	Tons. 454,327	Tons. 1,112,934	Tons. 2,723,468	Tons. 5,042,517	1
Canada	Not distinguished		25,452	30,636	100,091	115,770	2
Newfoundland			45	1,000	6,303	5,338	3
Australia			11,837	24,173	59,226	129,861	4
New Zealand			350	5,641	12,201	38,109	5
British India (including Ceylon)			8,133	11,766	11,665	24,532	6
Other British Possessions *				15,001	36,338	57,529	7
British Possessions: Total of	7,879	19,157	45,817	89,200	225,814	371,189	8
British Empire: * Total of	95,807	187,631	500,144	1,202,134	2,949,282	5,413,706	9
Russia (Vessels of 25 tons and upwards.)	-	-	-	-	88,990	-	10
Finland (Vessels of all Tonnages.)	-	-	-	-	11,431	-	11
Norway (Vessels of 4 tons and upwards.)	-	-	-	13,715	58,062	203,115	12
Sweden (Vessels of 20 tons and upwards.)**	-	-	-	-	81,049	141,267	13
Denmark† (Vessels of 4 tons and upwards.)	-	-	-	10,453	51,957	112,788	14
Hamburg †††	-	2,842	10,184	32,450	99,153	373,422	15
Bremen †††	-	-	8,483	41,393	58,666	179,404	16
Total German Empire (Vessels of 17½ tons and upwards.)	-	-	-	81,994	215,758	723,652	17
Holland	-	2,706	10,132	19,455	64,394	128,511	18
Belgium (Vessels of 50 tons and upwards.)	1,048	1,604	4,254	9,501	65,224	71,553	19
France (Vessels of 3 tons and upwards.)	9,535	13,925	68,025	154,415	277,759	499,921	20
Spain (Vessels of 50 tons and upwards.)	-	-	-	-	233,695	407,935	21
Italy (Vessels of 2 tons and upwards.)	-	-	-	32,100	77,050	186,567	22
Austria	-	-	-	49,977	62,743	85,387	23
Hungary					-	9,632	24
Greece	-	-	-	5,360	-	44,684	25
United States:—‡ Registered for Oversea (Foreign Trade)	4,155	44,942	97,296	192,544	146,604	197,630	26
Enrolled and Licensed (including Lake and River Steamers)§ (Vessels of 5 tons and upwards.)	198,184	481,005	770,641	882,551	1,064,954	1,661,458	27
China||	-	-	-	-	21,694	29,766	28
Japan||	-	-	-	-	41,215	93,812	29

* These figures do not include the tonnage of British Vessels registered at Shanghai, which was made a port of British registry from 1st November, 1875, by Order in Council under the Merchant Shipping Act, 1873, and the Foreign Jurisdiction Act, 1843. The tonnage of such vessels was 6,606 in 1899, 21,010 in 1900, and 30,338 in 1901.

† See note (†), p. 32.

‡ Years ended 30th June.

§ Registered tonnage is that employed in the foreign trade and in the whole fisheries. Enrolled and licensed is that employed in the river, lake, and coasting trade, and in the cod and mackerel fisheries.

|| The figures relating to Hamburg and Bremen are extracted from the published returns issued by the Local Authorities of these ports, and are slightly different from those included by the Imperial Statistical Authorities in the totals for the German Empire.

TONNAGE ON REGISTER—*continued.*the PRINCIPAL MARITIME COUNTRIES for the years 1840, 1850, 1860, 1870, 1880 and 1890-1901—*continued.*

(2) Steam Vessels only.

	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1	5,307,204	5,564,482	5,740,243	5,900,000	6,121,555	6,284,306	6,363,601	6,613,917	6,917,492	7,207,610	7,617,793
2	123,605	132,261	138,167	140,380	143,209	144,824	145,900	152,152	157,185	164,092	182,832
3	5,399	5,399	5,399	7,740	7,421	5,661	6,919	8,653	8,426	9,982	11,000
4	128,775	135,429	141,338	137,116	146,882	156,648	175,363	185,844	181,585	190,301	199,119
5	39,347	39,347	39,506	38,808	38,837	44,200	48,017	52,250	52,985	50,022	59,101
6	28,465	26,791	27,740	27,104	29,956	28,158	30,678	28,194	36,798	42,838	45,182
7	59,411	57,767	56,798	57,169	59,597	61,841	66,487	69,200	68,933	68,350	76,204
8	396,904	396,904	408,945	408,317	422,900	436,397	473,364	490,200	505,912	532,188	571,830
9	5,689,692	5,961,476	6,149,188	6,377,337	6,544,455	6,720,703	6,836,965	7,110,213	7,423,404	7,739,798	8,189,623
10	-	-	-	-	205,648	240,957	261,958	299,725	334,215	364,361	-
11	-	26,048	27,616	28,115	28,770	35,788	38,154	43,876	50,961	53,561	-
12	238,511	251,490	†† 238,635	263,842	321,052	351,799	383,190	437,570	482,247	505,443	524,600††
13	152,493	171,806	177,156	179,253	181,276	205,964	234,636	265,994	296,421	325,105	-
14	117,054	119,038	129,209	141,995	144,931	164,075	182,702	207,425	258,241	280,137	-
15	393,360	392,365	421,731	473,964	474,348	482,917	514,949	542,198	537,553	745,995	843,460
16	193,419	201,124	208,900	228,438	224,196	226,047	252,227	287,230	300,511	375,483	424,427
17	764,711	786,397	823,709	893,040	879,939	909,900	969,800	1,038,391	1,150,159	1,347,875	-
18	161,593	169,369	175,359	182,553	188,276	196,402	200,897	213,914	224,025	268,430	-
19	70,860	80,356	74,499	78,271	86,296	84,822	84,510	89,237	105,786	112,518	109,336
20	521,872	496,562	496,841	491,972	500,568	503,677	499,400	485,615	507,120	527,551	-
21	435,559	455,490	479,746	459,403	526,340	564,459	499,230	-	573,830	679,392	-
22	199,945	201,443	208,193	207,580	220,508	237,727	259,817	277,620	314,830	376,844	-
23	85,146	87,187	95,522	94,160	105,793	119,967	138,705	142,086	154,460	178,649	-
24	12,369	10,004	31,436	36,040	36,992	37,742	44,793	42,955	46,180	56,375	-
25	54,987	77,066	83,766	-	-	-	-	-	-	-	-
26	239,995	228,699	261,108	266,091	262,045	254,591	258,474	294,064	360,080	341,342	429,722
27	1,776,269	1,845,518	1,922,169	1,923,339	1,960,756	2,042,326	2,100,064	2,077,859	2,115,961	2,289,825	2,491,231
28	30,880	31,174	31,174	32,410	32,708	37,975	41,152	41,466	44,459	18,215	-
29	95,588	102,301	110,205	169,414	341,369	373,588	438,779	477,430	510,007	543,258	-

† Vessels of foreign (i.e. non-Chinese) type only, belonging to Chinese owners, and sailing under the Chinese flag.

†† Vessels of foreign type only.

** Prior to 1895 steam vessels of all tonnages were included.

†† New method of tonnage admeasurement was adopted in this year.

††† Provisional figure.

†††† Gross tonnage in these years.

†††† See note (†††) page 47.

VESSELS ON REGISTER CLASSIFIED

TABLE, No. 12.—NUMBER of SAILING and STEAM VESSELS of the MERCHANT NAVIES of the UNITED CLASSIFIED ACCORDING

(1) BRITISH EMPIRE.

CLASSIFICATION OF TONNAGE.	UNITED KINGDOM (including the Isle of Man and Channel Islands).				BRITISH POSSESSIONS.							
					CANADA.				AUSTRALIAN COMMONWEALTH.			
	1895.		1900.		1895.		1900.		1895.		1900.	
(a) SAILING VESSELS.												
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
Under 50 Tons	5,701	184,026	5,499	174,132	2,755	65,613	2,377	53,630	2,331	17,055	2,221	17,800
Of 50 and under 100 „	4,156	292,882	3,288	227,502	1,362	101,572	1,153	87,542	240	17,033	235	17,158
„ 100 „ „ 1,000 „	1,623	515,234	1,174	322,333	1,192	290,573	933	225,558	311	90,931	280	81,758
„ 1,000 „ „ 2,000 „	1,001	1,332,937	634	980,013	143	193,313	72	97,400	13	17,618	18	24,605
„ 2,000 „ „ 4,000 „	231	541,816	178	412,518	5	11,109	5	11,003	1	2,130	1	2,130
„ 4,000 Tons and above			—	—	—	—	—	—	—	—	—	—
TOTAL	12,617	2,866,895	10,773	2,096,498	5,457	662,180	4,552	475,133	1,408	144,767	1,469	143,249
(b) STEAM VESSELS.												
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
Under 50 Tons	2,221	47,639	2,613	57,283	1,173	18,890	1,486	22,971	406	10,913	471	11,036
Of 50 and under 100 „	961	65,986	1,472	99,701	900	14,817	235	16,940	174	12,098	100	13,370
„ 100 „ „ 1,000 „	2,479	1,163,935	2,218	948,411	302	89,922	340	100,753	210	65,299	207	63,519
„ 1,000 „ „ 2,000 „	1,989	2,889,455	1,855	2,490,484	16	19,580	18	23,428	41	56,444	57	84,862
„ 2,000 „ „ 4,000 „	736	1,954,540	1,115	2,910,641	—	—	—	—	1	2,130	8	17,514
„ 4,000 Tons and above			136	701,110	—	—	—	—	—	—	—	—
TOTAL	8,386	6,121,555	9,209	7,207,610	1,699	143,209	2,080	164,092	591	146,862	933	190,301
(c) SAILING AND STEAM VESSELS.												
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
Under 50 Tons	7,922	231,665	8,112	231,395	3,923	84,503	3,875	76,601	1,303	27,968	1,405	28,636
Of 50 and under 100 „	5,117	358,868	4,780	327,303	1,570	116,389	1,389	104,482	414	29,129	426	30,328
„ 100 „ „ 1,000 „	4,102	1,679,169	3,392	1,270,744	1,494	380,495	1,273	326,311	521	156,230	487	145,275
„ 1,000 „ „ 2,000 „	2,895	4,222,392	2,289	3,450,497	159	212,893	90	120,828	55	74,062	75	109,467
„ 2,000 „ „ 4,000 „	967	2,496,356	1,293	3,323,159	5	11,109	5	11,003	2	4,280	9	19,644
„ 4,000 Tons and above			136	701,110	—	—	—	—	—	—	—	—
TOTAL	21,003	8,988,450	19,982	9,304,108	7,156	805,369	6,632	639,225	2,294	291,649	2,402	333,550

* These figures do not include the Tonnage of British Vessels registered at Shanghai, which was made a port of British Jurisdiction Act, 1843. The Tonnage of such

ACCORDING TO TONNAGE.

KINGDOM, the PRINCIPAL BRITISH POSSESSIONS and FOREIGN COUNTRIES on the Register in 1895 and 1900,
TO THEIR TONNAGE.

(1) BRITISH EMPIRE.

BRITISH POSSESSIONS—continued.												TOTAL BRITISH EMPIRE.*			
NEW ZEALAND.		OTHER POSSESSIONS.*		TOTAL BRITISH POSSESSIONS.											
1895.	1900.	1895.	1900.	1895.	1900.										
(a) SAILING VESSELS.															
No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
176	4,555	167	4,267	3,176	76,760	3,379	81,251	6,945	163,963	6,869	156,748	12,646	348,009	12,368	330,880
46	3,225	40	3,490	1,028	69,024	1,091	74,740	2,676	190,855	2,529	182,930	6,832	483,737	5,817	410,432
73	23,302	78	28,251	383	91,906	425	91,559	1,959	496,711	1,716	427,124	3,582	1,011,945	2,890	749,457
4	4,646	5	6,120	11	12,947	6	7,036	171	228,524	III	135,161	1,077	1,561,461	735	1,095,174
—	—	—	—	—	—	—	—	6	13,239	6	13,133	237	565,055	184	425,651
—	—	—	—	—	—	—	—	—	—	—	—			—	—
399	35,729	III	42,128	4,598	250,636	4,901	254,586	11,787	1,093,312	11,221	915,096			24,374	3,960,207	21,994	3,011,594
(b) STEAM VESSELS.															
No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
67	1,745	82	2,063	133	2,874	159	3,223	1,338	34,422	2,198	39,313	4,059	82,081	4,811	96,576
40	2,721	51	3,500	66	4,857	56	3,100	488	34,591	III	37,896	1,449	100,577	2,005	137,599
61	19,810	71	21,000	164	58,800	189	65,448	737	233,831	907	253,686	3,216	1,397,766	3,025	1,202,097
10	12,420	15	20,272	17	23,187	28	37,190	54	111,631	III	165,752	2,073	3,001,086	1,773	2,656,236
1	2,137	3	6,705	II	4,158	5	11,320	4	8,425	16	20,618	740	1,962,965	1,131	2,946,180
—	—	—	—	—	—	—	—	—	—	—	—			136	701,110
179	38,833	222	56,625	382	93,976	437	121,170	3,151	422,900	3,672	532,188			11,537	6,544,455	12,891	7,739,798
(c) SAILING AND STEAM VESSELS.															
No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
243	6,300	249	6,350	3,309	79,634	3,538	84,474	8,783	198,405	9,067	198,061	16,705	430,070	17,179	427,456
86	5,947	100	7,089	1,094	73,961	1,147	78,729	3,164	225,446	3,062	200,000	8,281	594,314	7,822	548,031
III	43,112	149	52,217	547	150,705	614	157,007	2,900	730,542	2,925	690,810	6,798	2,409,711	5,915	1,951,554
14	17,066	20	26,392	28	36,134	II	44,226	255	340,155	III	300,913	3,150	4,562,547	2,508	3,751,410
1	2,137	3	6,705	2	4,158	5	11,320	10	21,664	22	48,672	977	2,518,020	1,315	3,371,831
—	—	—	—	—	—	—	—	—	—	—	—			III	701,110
478	74,562	521	96,753	4,990	244,612	5,200	375,756	14,908	1,516,212	14,893	1,447,284			35,911	10,504,662	34,875	10,751,392

Registry from 1st November, 1875, by Order in Council under the Merchant Shipping Act, 1873, and the Foreign
Vessels was 26,463 in 1895, and 46,872 in 1900.

VESSELS ON REGISTER CLASSIFIED
TABLE, No. 12.—NUMBER of SAILING and STEAM VESSELS of the MERCHANT NAVIES of the UNITED
CLASSIFIED ACCORDING

(2) FOREIGN COUNTRIES.

CLASSIFICATION OF TONNAGE.	NORWAY.				SWEDEN.				DENMARK.*			
	1895.		1900.		1895.		1900.		1895.		1900.	
	(a) SAILING VESSELS.											
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
Under 50 - - - Tons	3,319	74,816	3,344	72,233	642	22,499	704	24,883	1,104	35,715	2,585	38,447
Of 50 and under 100 "	696	45,167	693	44,225	545	37,728	597	41,627	254	19,439	263	19,973
" 100 " " 1,000 "	2,119	887,032	1,409	642,312	832	222,330	765	209,402	511	115,829	361	83,171
" 1,000 " " 2,000 "	215	263,501	194	239,243	11	13,170	10	12,775	11	14,119	13	16,712
" 2,000 " " 4,000 "	6	13,397	2	4,662	—	—	—	—	—	—	—	—
" 4,000 Tons and above	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	6,355	1,283,913	5,642	1,002,875	2,030	301,727	2,076	288,687	3,168	185,102	3,252	168,303
	(b) STEAM VESSELS.											
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
Under 50 - - - Tons	294	6,131	341	6,996	169	5,075	175	5,993	146	2,416	169	3,066
Of 50 and under 100 "	72	5,065	91	6,371	114	8,122	126	9,256	25	1,890	—	2,533
" 100 " " 1,000 "	466	182,599	594	265,056	440	142,561	520	183,809	211	86,723	233	109,138
" 1,000 " " 2,000 "	70	98,674	179	168,701	21	25,518	44	110,520	35	42,858	66	86,444
" 2,000 " " 4,000 "	15	28,583	20	58,819	—	—	6	15,527	5	11,044	20	48,956
" 4,000 Tons and above	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	915	321,052	1,171	505,443	733	181,276	911	325,105	422	144,931	521	250,137
	(c) SAILING AND STEAM VESSELS.											
	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.
Under 50 - - - Tons	3,613	80,947	3,685	79,229	794	27,574	879	30,876	2,538	38,131	2,754	41,513
Of 50 and under 100 "	768	50,232	784	50,596	659	45,850	723	50,883	279	21,329	296	22,506
" 100 " " 1,000 "	2,585	1,069,631	2,063	907,368	1,278	370,891	1,285	393,211	722	202,552	624	192,309
" 1,000 " " 2,000 "	285	362,175	313	407,944	32	38,688	94	123,295	46	56,977	79	103,156
" 2,000 " " 4,000 "	19	41,980	28	62,981	—	—	6	15,527	—	11,044	20	48,956
" 4,000 Tons and above	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	7,270	1,604,965	6,813	1,508,118	2,763	483,003	2,987	613,792	3,590	330,033	3,773	408,440

NOTE.—The minimum Tonnage of Vessels which are included on the Register differs in the several Countries, being in the and the United

* Includes Vessels belonging to the Danish Possessions.

ACCORDING TO TONNAGE.

KINGDOM, the PRINCIPAL BRITISH POSSESSIONS and FOREIGN COUNTRIES, on the Register in 1895 and 1900,
TO THEIR TONNAGE—continued.

(2) FOREIGN COUNTRIES.

FRANCE.				ITALY.				GERMANY.†				UNITED STATES.‡			
1895.		1900.		1895.		1899.		1896.		1900.		1895.		1900.	
(a) SAILING VESSELS.															
No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.
12,900	120,432	12,913	115,769	4,641	81,733	4,334	78,965	1,392	42,515	1,407	44,026	9,467	163,273	8,987	142,779
760	55,688	665	49,498	573	43,908	477	36,597	385	27,491	400	30,121	1,732	123,326	1,333	97,424
689	155,260	609	128,720	896	359,256	751	307,488	600	181,089	417	150,324	3,076	1,125,634	2,503	988,353
30	37,702	97	147,750	101	70,672	103	133,174	218	311,233	187	273,985	4372	5534,537	1102	5932,057
7	17,190	29	68,438					28	95,070	55	138,028	116	118,706	133	117,866
								1	4,026	1	4,026				
14,366	386,510	14,313	510,175	6,166	555,569	5,665	558,224	2,552	632,030	2,493	640,510	14,613	1,965,476	13,271	1,884,842
(b) STEAM VESSELS.															
No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.
603	8,595	679	8,644	112	2,194	108	1,967	71	2,230	71	2,475	2,348	63,601	2,616	67,127
114	8,353	111	8,232	14	1,111	22	1,705	70	4,968	89	6,295	1,224	89,584	1,305	95,990
306	158,039	276	148,853	122	58,057	131	64,264	540	243,664	613	272,416	2,313	763,757	2,354	784,544
200,480	137	200,668	76	106,283	114	163,453	185	267,709	248	362,537	5541	5877,981	1102	5932,057	
53	125,101	69	161,154	21	50,863	83,451	205	569,490	225	626,395	1128	1417,878	1216	1778,079	
							63	339,857	144	915,772					
1,212	300,668	1,272	527,551	345	220,508	314,830	1,126	1,427,918	1,390	2,183,890	5,534	2,212,901	7,053	2,657,797	
(c) SAILING AND STEAM VESSELS.															
No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Net Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.
13,503	129,027	13,592	124,413	4,753	83,927	4,442	80,922	1,455	44,745	1,478	46,501	11,803	226,874	11,603	209,906
874	64,219	776	57,730	587	45,019	499	38,302	455	32,459	515	36,416	2,956	212,910	2,688	193,414
995	313,299	885	277,573	1,018	417,313	882	371,752	1,068	424,753	1,030	423,740	5,389	1,889,391	4,857	1,772,897
166	238,242	234	348,418	153	229,818	251	362,078	403	578,942	400	636,522	4913	51,412,518	4927	51,470,477
60	142,291	96	229,592					233	635,166	500	764,423	1134	1436,584	1249	1895,945
								64	343,883	145	919,798				
15,598	887,078	15,585	1,037,726	6,511	776,077	6,074	873,054	3,678	2,059,948	3,883	2,826,400	21,197	4,178,277	20,324	4,542,636

case of Norway, 4 Tons; Sweden, 20 Tons; Denmark, 4 Tons; France, 2 Tons; Italy, 2 Tons; Germany 17½ Tons; States, 5 Tons.

† Owing to changes in the German Shipping Returns, particulars corresponding to those given for 1900 were not available prior to 1896.

‡ These particulars are exclusive of canal boats and barges, the number and tonnage of such vessels being as follows:—

	No.	Tons.
In 1895	2,043	457,683
In 1900	3,009	622,200

§ Including also vessels of a tonnage between 2,000 and 2,500 tons.

|| Excluding vessels of a tonnage between 2,000 and 2,500 tons.

GROSS ADDITION OF TONNAGE TO THE REGISTER.

TABLE, No. 13.—TONNAGE of SAILING and STEAM VESSELS added to the MERCHANT NAVIES of the UNITED KINGDOM and the PRINCIPAL MARITIME COUNTRIES for the Years 1892-1901.

COUNTRIES.	1892.	1893.	1894.	1895.	1896.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
United Kingdom	714,791	532,768	604,181	558,401	545,588
Norway	94,083	104,042	93,797	113,346	88,481
Sweden	33,177	17,285	10,210	21,709	43,124
Denmark	19,559	25,499	26,739	27,426	30,105
Germany	110,029	90,865	131,076	119,215	139,764
Holland	15,248	17,942	27,270	23,499	21,708
France	32,988	39,412	45,105	51,360	68,113
Italy	29,654	26,749	32,098	41,714	37,606
United States *	199,633	211,639	131,195	111,602	227,097
	1897.	1898.	1899.	1900.	1901.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
United Kingdom	489,835	709,870	792,307	784,966	773,917
Norway	106,144	144,789	109,203	94,407	—
Sweden	58,998	70,442	74,480	56,067	—
Denmark	30,780	54,099	47,531	16,972	—
Germany	123,408	181,343	184,591	296,826	—
Holland	35,931	44,807	38,514	51,407	—
France	82,464	67,642	106,163	132,436	—
Italy	65,968	—	—	—	—
United States *	232,233	190,400	200,000	393,790	483,489

Note.—By tonnage of shipping added, is meant the addition to the register of vessels, whether new-built or bought abroad. The above figures represent, therefore, the gross and not the net increase of the merchant navy of each country.

* Years ended 30th June. These figures represent the tonnage built, including also the tonnage of canal boats and barges built.

WRECKS.

TABLE, No. 14.—NUMBER and TONNAGE of SAILING and STEAM VESSELS belonging to the BRITISH EMPIRE, the UNITED KINGDOM, and the PRINCIPAL MARITIME COUNTRIES which were removed from the REGISTER on account of WRECK for the years 1891 to 1900.

COUNTRIES.	1891.		1892.		1893.		1894.		1895.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British Empire*	686	249,277	539	211,949	652	229,426	675	215,843	576	217,536
United Kingdom*	501	216,255	336	162,990	410	177,653	444	173,499	399	184,310
Norway	222	89,581	174	72,077	229	99,775	323	136,410	228	87,678
Sweden	32	10,855	30	9,436	40	10,961	28	9,711	61	21,208
Denmark	37	3,938	52	5,937	57	7,241	66	11,853	60	8,760
Germany	117	45,060	104	37,820	125	51,117	122	47,452	155	60,570
Belgium	1	63	-	None	1	773	2	1,741	-	None
France	241	25,029	159	26,218	169	14,252	168	16,440	237	21,076
Italy‡	91	17,624	81	16,451	79	19,720	77	18,406	94	14,879
Austria†	11	4,523	7	4,807	11	6,499	6	3,176	9	6,063
United States‡	392	96,809	389	89,571	448	127,886	699	167,646	485	123,478
	1896.		1897.		1898.		1899.		1900.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British Empire*	476	206,155	524	197,035	537	202,442	541	213,345	448	182,239
United Kingdom*	305	174,900	358	164,838	308	162,118	306	181,678	304	158,926
Norway	210	95,142	217	90,662	211	88,050	181	80,963	158	70,613
Sweden	45	14,251	46	10,412	55	14,248	45	14,687	36	10,396
Denmark	50	7,313	52	7,667	57	7,392	54	8,856	61	12,577
Germany	86	31,256	74	28,037	111	34,882	97	43,574	92	43,320
Belgium	3	1,751	5	5,037	3	2,142	2	2,280	1	1,249
France	330	26,724	278	23,951	199	34,664	222	19,809	186	21,048
Italy‡	123	21,892	85	15,129	78	17,258	105	34,914	89	23,164
Austria†	8	4,475	13	9,095	7	5,307	8	5,426	5	1,381
United States‡	427	106,833	378	100,780	398	103,696	603	174,906	376	92,778

* These figures do not include wrecks in rivers, harbours, or inland waters. † Exclusive of small coasting vessels and fishing boats. ‡ Years ended 30th June. These figures include wrecks in the coasting and lake trade. § The particulars relate to vessels lost through any cause, including fire.

TONNAGE BUILT IN THE UNITED KINGDOM.

TABLE, No 15.—TONNAGE BUILT in the UNITED KINGDOM for the Years 1858 to 1901.

YEARS.	For Home and the Colonies.			For Foreigners.			TOTAL.		
	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.	Sailing.	Steam.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1858 - -	154,930	53,150	208,080	1,518	26,956	28,474	156,448	80,106	236,554
1859 - -	147,967	38,003	185,970	3,402	23,372	26,774	151,369	61,375	212,744
1860 - -	158,172	53,796	211,968	-	13,903	13,903	158,172	67,699	225,871
1861 - -	129,970	70,869	200,839	232	7,255	7,487	130,202	78,124	208,326
1862 - -	164,061	77,338	241,399	-	20,533	20,533	164,061	97,871	261,932
1863 - -	253,036	107,951	360,987	1,084	16,236	17,320	254,120	124,187	378,307
1864 - -	272,499	159,374	431,873	2,279	26,681	28,960	274,778	186,055	460,833
1865 - -	235,555	179,649	415,204	949	32,016	32,965	236,504	211,665	448,169
1866 - -	207,678	133,511	341,189	3,641	34,709	38,350	211,319	168,220	379,539
1867 - -	174,507	94,573	269,080	4,994	31,905	36,899	179,501	126,478	305,979
1868 - -	237,687	78,510	316,197	8,671	37,460	46,131	246,358	115,970	362,328
1869 - -	230,762	123,525	354,287	11,800	22,005	33,805	242,562	145,530	388,092
1870 - -	117,032	225,674	342,706	9,429	42,222	51,651	126,461	267,896	394,357
1871 - -	56,545	297,810	354,355	3,715	32,988	36,703	60,260	330,798	391,058
1872 - -	54,967	338,004	392,971	3,790	77,957	81,747	58,757	415,961	474,718
1873 - -	88,532	282,134	370,666	1,094	81,783	82,877	89,626	363,917	453,543
1874 - -	187,313	333,890	521,203	1,781	80,883	82,664	189,094	414,773	603,867
1875 - -	241,646	178,905	420,551	3,711	47,796	51,507	245,357	226,701	472,058
1876 - -	236,890	123,475	360,365	4,198	13,457	17,655	241,088	136,932	378,020
1877 - -	212,320	221,330	433,650	2,194	15,075	17,269	214,514	236,405	450,919
1878 - -	141,165	287,080	428,245	7,108	35,366	42,474	148,273	322,446	470,719
1879 - -	59,115	297,720	356,835	2,464	46,692	49,156	61,579	344,412	405,991
1880 - -	57,480	346,361	403,841	585	68,470	69,055	68,065	414,831	472,896
1881 - -	92,420	408,764	501,184	1,348	106,346	107,694	93,768	515,110	608,878
1882 - -	145,700	521,575	667,275	2,139	113,637	115,776	147,839	635,212	783,051
1883 - -	146,818	621,758	768,576	1,272	122,368	123,640	148,090	744,126	892,216
1884 - -	162,234	335,208	497,442	10,945	79,887	90,832	173,179	415,095	588,274
1885 - -	208,411	196,975	405,386	10,683	24,943	35,626	219,094	221,918	441,012
1886 - -	138,362	154,638	293,000	6,887	31,641	38,528	145,249	186,279	331,528
1887 - -	81,279	225,440	306,719	5,848	64,631	70,479	87,127	290,071	377,198
1888 - -	75,696	407,445	483,141	20,697	70,109	90,806	96,393	477,554	573,947
1889 - -	117,481	554,024	671,505	19,666	163,558	183,224	137,147	717,582	854,729
1890 - -	123,224	528,789	652,013	25,468	135,157	160,625	148,692	663,946	812,638
1891 - -	191,917	478,682	670,599	37,693	101,201	138,894	229,610	579,883	809,493
1892 - -	258,700	434,091	692,791	28,372	80,385	108,757	287,072	514,476	801,548
1893 - -	114,895	380,393	495,288	8,979	80,407	89,386	123,874	460,800	584,674
1894 - -	89,156	485,460	574,616	10,472	84,404	94,876	99,628	569,864	669,492
1895 - -	54,155	465,467	519,622	10,562	117,450	128,012	64,717	582,917	647,634
1896 - -	57,467	462,503	519,970	15,824	201,020	216,844	73,291	663,523	736,814
1897 - -	66,729	415,538	482,267	22,971	139,459	162,430	89,700	554,997	644,697
1898 - -	41,839	654,158	695,997	3,051	171,560	174,611	44,890	825,718	870,608
1899 - -	45,510	703,904	749,414	4,973	194,623	199,596	50,483	898,527	949,010
1900 - -	38,576	698,330	736,906	7,546	199,815	207,361	46,122	898,145	944,267
1901 - -	54,967	720,714	775,681	6,696	200,756	207,452	61,663	921,470	983,133

Note.—The Returns for the years prior to 1871 denote the tonnage of the newly-built vessels which were *first registered* in those years; but in the Returns for 1871 and later years, the tonnage of vessels the building of which was completed in those years is given, whether registered during the year or not.

The above Statement includes the following Steam Vessels, which were built for War purposes for Foreigners :—

YEARS.	Steam Vessels.	YEARS.	Steam Vessels.	YEARS.	Steam Vessels.
	Tons.		Tons.		Tons.
1864 - -	6,497	1876 - -	14	1889 - -	726
1865 - -	3,700	1877 - -	3,435	1890 - -	3,437
1866 - -	10,301	1878 - -	2,482	1891 - -	300
1867 - -	3,604	1879 - -	716	1892 - -	2,792
1868 - -	9,137	1880 - -	385	1893 - -	2,471
1869 - -	2,354	1881 - -	5,338	1894 - -	2,483
1870 - -	970	1882 - -	447	1895 - -	4,152
1871 - -	80	1883 - -	270	1896 - -	13,311
1872 - -	40	1884 - -	2,339	1897 - -	9,432
1873 - -	280	1885 - -	5,462	1898 - -	6,732
1874 - -	12,877	1886 - -	840	1899 - -	18,460
1875 - -	12,280	1887 - -	3,966	1900 - -	11,518
		1888 - -	1,899	1901 - -	11,000

TONNAGE BUILT, AND SOLD TO FOREIGNERS, IN THE UNITED STATES.

TABLE, No. 16.—TONNAGE BUILT, and TONNAGE Sold to Foreigners, in the UNITED STATES in the years 1858 to 1901.

YEARS (ending 30th June).	Tonnage Built.				Tonnage of Vessels Sold to Foreigners.
	On the Sea Coast.	On the Mississippi River and its Tributaries.	On the Great Lakes.	TOTAL.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1858	177,412	35,659	31,642	244,713	26,305
1859	133,294	17,128	6,180	156,602	30,850
1860	169,836	32,970	11,992	214,798	17,418
1861	179,767	29,960	23,467	233,194	26,649
1862	112,487	8,785	53,804	175,076	117,756
1863	215,667	27,467	67,972	311,046	222,199
1864	310,421	56,169	49,151	415,741	300,865
1865	291,306	66,576	36,641	394,523	133,832
1866	232,388	70,555	33,204	336,147	22,117
1867	230,810	35,106	39,679	305,595	9,088
1868	175,812	52,695	56,798	285,305	13,757
1869	191,194	34,576	49,460	275,230	19,063
1870	182,836	56,859	37,258	276,953	17,079
1871	156,249	73,081	43,897	273,227	13,534
1872	128,097	36,344	44,611	209,052	19,572
1873	218,139	48,659	92,448	359,246	29,763
1874	277,093	63,646	91,986	432,725	77,054
1875	244,474	23,294	29,871	297,639	25,541
1876	163,826	23,636	16,124	203,586	33,253
1877	132,996	34,693	8,903	176,592	24,724
1878	155,138	68,928	11,438	235,504	43,607
1879	115,683	62,213	15,135	193,031	43,312
1880	101,720	32,791	22,899	157,410	26,883
1881	125,766	81,189	73,504	280,459	28,671
1882	188,084	35,817	58,369	282,270	18,257
1883	210,349	26,443	28,638	265,430	37,385
1884	178,419	16,664	30,431	225,514	28,722
1885	121,010	11,220	26,826	159,056	26,213
1886	64,458	10,595	20,400	95,453	33,063
1887	83,061	10,901	56,488	150,450	22,122
1888	105,125	11,859	101,103	218,087	11,116
1889	111,852	12,202	107,080	231,134	9,871
1890	169,091	16,506	108,526	294,123	13,322
1891	237,462	19,984	111,856	369,302	9,410
1892	138,863	14,800	45,969	199,632	15,329
1893	102,830	9,538	99,271	211,639	15,395
1894	80,099	9,111	41,985	131,195	20,578
1895	67,127	8,122	36,353	111,602	13,994
1896	102,544	15,771	108,782	227,097	21,797
1897	103,504	11,792	116,937	232,233	8,243
1898	112,879	13,495	54,084	180,458	35,411
1899	196,120	23,552	80,366	300,038	22,609
1900	349,006	14,173	130,611	393,790	12,081
1901	291,516	22,888	169,085	483,489	14,567

Note.—The above figures are inclusive of the canal boats and barges built.

TONNAGE BUILT, BOUGHT ABROAD, AND SOLD TO FOREIGNERS, IN FRANCE.

TABLE, No. 17.—TONNAGE BUILT, TONNAGE BOUGHT ABROAD, and TONNAGE SOLD to Foreigners, in FRANCE in each of the Years 1858 to 1900.

YEARS.	Tonnage of Vessels Built.	Tonnage of Vessels Bought Abroad.	Tonnage of Vessels Sold to Foreigners.
	<i>Tons.</i>		<i>Tons.</i>
1858	66,427		10,910
1859	37,216		9,404
1860	43,192		13,182
1861	45,100		10,354
1862	52,444		8,760
1863	59,467		9,625
1864	64,670		6,856
1865	76,817		4,907
1866	75,990		3,982
1867	81,127		4,914
1868	68,983		5,298
1869	73,878		2,811
1870	62,805		11,135
1871	58,541		16,341
	<i>Tons.</i>	<i>Tons.</i>	
1872	50,697	34,885	17,865
1873	39,430	17,646	19,848
1874	34,917	17,404	27,092
1875	37,520	20,001	14,722
1876	32,707	15,581	16,148
1877	26,884	12,864	14,751
1878	21,367	19,677	12,851
1879	24,733	16,809	8,323
1880	12,629	34,201	12,939
1881	20,735	34,909	11,441
1882	56,594	78,612	17,407
1883	35,223	49,387	14,681
1884	57,162	20,472	11,814
1885	15,930	9,681	20,852
1886	27,075	14,392	17,276
1887	15,247	14,822	14,390
1888	31,936	26,828	25,403
1889	32,502	24,676	18,828
1890	24,018	50,516	12,459
1891	28,465	31,694	10,339
1892	18,604	14,384	12,311
1893	21,795	17,617	3,045
1894	18,240	26,865	8,086
1895	22,945	28,415	8,336
1896	39,158	28,955	9,013
1897	55,780	26,684	7,695
1898	37,534	30,108	15,782
1899	68,276	37,887	13,135
1900	89,299	43,137	17,540

TONNAGE BUILT, BOUGHT ABROAD, AND SOLD TO FOREIGNERS,
IN GERMANY.

TABLE, No. 18.—TONNAGE BUILT, TONNAGE BOUGHT ABROAD, and TONNAGE SOLD to
Foreigners, in GERMANY, in each of the Years 1878 to 1900.

YEARS.	Tonnage of Vessels Built.	Tonnage of Vessels Bought Abroad.	Tonnage of Vessels Sold to Foreigners.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1878 - - -	32,631	40,625	19,259
1879 - - -	30,013	60,477	8,741
1880 - - -	25,460	55,367	17,827
1881 - - -	34,656	53,881	25,037
1882 - - -	62,411	56,317	20,859
1883 - - -	74,469	53,676	24,824
1884 - - -	54,727	31,192	22,728
1885 - - -	68,330	50,885	51,208
1886 - - -	37,741	35,410	21,700
1887 - - -	27,170	40,362	40,788
1888 - - -	28,281	60,880	44,150
1889 - - -	77,706	115,883	61,146
1890 - - -	71,895	122,847	48,575
1891 - - -	70,547	60,015	50,815
1892 - - -	49,307	60,722	39,691
1893 - - -	47,685	43,130	28,336
1894 - - -	71,960	59,116	44,011
1895 - - -	68,330	50,885	51,208
1896 - - -	42,179	97,585	42,608
1897 - - -	86,619	66,879	44,750
1898 - - -	88,608	92,735	52,529
1899 - - -	103,311	81,280	43,531
1900 - - -	118,828	177,007	46,864

PART III.—WAGES, NUMBER EMPLOYED, AND

WAGES OF ABLE SEAMEN.

TABLE, No. 19.—PREDOMINANT RATES OF WAGES paid per MONTH to ABLE SEAMEN for certain VOYAGES
1870, 1880, 1885, 1890,
[The Seamen are provided with

PORT.	VOYAGE.	1870.	1880.	1885.	1890.	1895.	
I.—ABLE SEAMEN							
ENGLAND AND WALES.		s.	s.	s.	s.	s.	
East Coast.							
Newcastle and Shields	West Coast of America	50 to 55	50 to 55	55 to 60	70	80	1
Middlesbrough	East Indies and China	-	-	-	-	55 to 60	2
Bristol Channel.							
	South America and West Indies	-	-	-	-	55	3
	West Coast of America	-	-	-	-	55	4
Cardiff	Australia and New Zealand	-	-	-	-	55	5
	East Indies and China	-	-	-	-	55	6
	Cape, Natal and East Coast of Africa	-	-	-	-	55	7
Swansea	West Coast of America	-	-	-	-	55	8
Other Ports.							
	North America, East Coast	55	50 to 60	60	70	55	9
	West Coast of America	50	50	55	60	55	10
Liverpool	Australia and New Zealand	50	50	55	60	55	11
	East Indies and China	50	50	55	60	55	12
	North America, East Coast	55 to 70	60	55	70 to 75	55	13
	West Coast of America	50	50	55	70	55	14
London	Australia and New Zealand	50	50	55	70	55	15
	Cape, Natal and East Coast of Africa	50	50 to 55	55	70	55	16
SCOTLAND.							
Glasgow	Australia and New Zealand	55	45 to 55	55	70	55	17

II.—ABLE SEAMEN

ENGLAND AND WALES.		s.	s.	s.	s.	s.	
East Coast.							
	North America, East Coast	70	70	70 to 75	80 to 85	80	18
	South America and West Indies	-	70	70 to 75	80 to 85	80	19
Newcastle and Shields	Mediterranean	70	70	70 to 75	80 to 85	80	20
	Baltic	-	-	-	-	80	21
	Running Agreements	-	-	-	-	80	22
	North America, East Coast	-	-	-	-	80	23
	South America and West Indies	-	-	-	-	80	24
Sunderland	Mediterranean	-	-	-	-	80	25
	Running Agreements	-	-	-	-	80	26
Middlesbrough	Baltic	-	-	-	-	80	27
	North America, East Coast	-	-	-	-	80	28
Hull	East Indies and China	-	-	-	-	80	29
	Mediterranean	-	-	-	-	80	30

Note.—For the years 1886–1891 the predominant rates have been compiled by the Board of Trade from monthly returns furnished by the returns made by the Superintendents.

CONDITIONS OF EMPLOYMENT IN THE UNITED KINGDOM.

WAGES OF ABLE SEAMEN.

from the PRINCIPAL PORTS of the UNITED KINGDOM on FOREIGN-GOING VESSELS for the years and 1895-1901.

Food in addition to Wages.]

	1896.	1897.	1898.	1899.	1900.	1901.	VOYAGE.	PORT.
ON SAILING VESSELS.								
1	s. 60	s. 60	s. 60	s. 65	60 and 65	60 and 65.	West Coast of America - -	ENGLAND AND WALES. East Coast. Newcastle and Shields.
2	s. 60	s. 60	s. 55	s. 60	s. 60	s. 60	East Indies and China - -	
3	s. 55	s. 60	s. 60	s. 60	s. 60	s. 60	South America and West Indies	Bristol Channel.
4	s. 55	s. 60	s. 60	s. 60	s. 60	s. 60	West Coast of America - -	
5	s. 55	s. 60	s. 60	s. 60	s. 60	s. 60	Australia and New Zealand - -	Cardiff.
6	s. 55	s. 60	s. 60	s. 60	s. 60	s. 60	East Indies and China - -	
7	s. 55	s. 60	s. 60.	s. 60	s. 60	s. 60	Cape, Natal, and East Coast of Africa.	
8	s. 55	s. 60	55 55	s. 60	s. 60	s. 60	West Coast of America - -	
9	s. 55	55 & 60	s. 55	s. 60	60	s. 60	North America, East Coast - -	Other Ports.
10	s. 55	s. 55	s. 55	s. 55	s. 60	s. 60	West Coast of America - -	
11	s. 55	s. 55	s. 55	s. 55	s. 60	s. 60	Australia and New Zealand - -	Liverpool.
12	50 & 55	s. 55	s. 55	s. 55	s. 60	s. 60	East Indies and China - -	
13	s. 55	s. 55	s. 55	s. 60	60 and 65	s. 60	North America, East Coast - -	
14	s. 55	s. 55	s. 55	s. 60	60 and 65	s. 60	West Coast of America - -	
15	s. 55	s. 55	s. 55	s. 60	s. 60	s. 60	Australia and New Zealand - -	London.
16	s. 55	s. 55	s. 55	s. 60	s. 60	s. 60	Cape, Natal, and East Coast of Africa.	
17	s. 55	s. 55	s. 55	s. 60	s. 60	s. 60	Australia and New Zealand - -	SCOTLAND. Glasgow.

ON STEAMSHIPS.

	s.	s.	s.	s.	s.	s.		
18	s. 80	s. 80	s. 85	s. 90	s. 90	s. 90	North America, East Coast - -	ENGLAND AND WALES. East Coast.
19	s. 80	s. 80	s. 85	s. 90	s. 90	s. 90	South America and West Indies	
20	s. 80	s. 80	s. 85	s. 90	s. 90	s. 90	Mediterranean - - - -	Newcastle and Shields
21	s. 80	s. 80	s. 85	s. 90	s. 90	s. 90	Baltic - - - - -	
22	s. 80	s. 80	s. 85	s. 90	s. 90	s. 90	Running Agreements - -	
23	s. 80	s. 80	s. 85	s. 90	90	s. 90	North America, East Coast - -	
24	s. 80	s. 80	s. 85	s. 90	s. 90	s. 90	South America and West Indies	Sunderland.
25	s. 80	s. 80	s. 85	s. 90	s. 90	s. 90	Mediterranean - - - -	
26	s. 80	s. 80	s. 85	s. 90	s. 90	s. 90	Running Agreements - -	
27	s. 80	s. 80	s. 85	s. 90	s. 90	s. 90	Baltic - - - - -	
28	s. 80	s. 80	s. 80	s. 85	85	s. 85	North America, East Coast - -	Hull.
29	s. 80	s. 80	s. 80	s. 85	s. 85	85	East Indies and China - -	
30	s. 80	s. 80	s. 80	s. 80	82/6	82/6	Mediterranean - - - -	

*Superintendents of Mercantile Marine showing the number of engagements at each rate. For previous years the rates are based on engagements of Mercantile Marine.

WAGES OF ABLE SEAMEN—continued.

TABLE, No. 19.—PREDOMINANT RATES of WAGES paid per MONTH to Able Seamen for certain
for the years 1870, 1880, 1885,

[The Seamen are provided with

PORT.	VOYAGE.	1870.	1880.	1885.	1890.	1895.	
II.—ABLE SEAMEN							
ENGLAND AND WALES—continued.							
Bristol Channel.							
Bristol	North America, East Coast	70	70	70	70	70	1
Avonmouth	North America, East Coast	80	80	80	80	80	2
Newport (Mon.)	Mediterranean	70	70	70	70	70	3
	North America, East Coast	70	70	70	70	70	4
	South America and West Indies	70	70	70	70	70	5
	East Indies and China	70	70	70	70	70	6
Cardiff	Cape, Natal, and East Coast of Africa.	70	70	70	70	70	7
	Mediterranean	70	70	70	70	70	8
	Baltic	70	70	70	70	70	9
	Running Agreements	70	70	70	70	70	10
	North America, East Coast	80	80	80	80	80	11
Swansea	Mediterranean	75	75	75	75	75	12
	Running Agreements	75	75	75	75	75	13
Other Ports.							
	North America, East Coast	80	70 to 80	75 to 80	90	80 & 90	14
	South America and West Indies	60	55 to 60	55 to 60	70	70	15
Liverpool	West Coast of America	60	55 to 60	55 to 60	70	70	16
	East Indies and China	55	55	60	70 & 75	70 & 75	17
	West Coast of Africa	55	50	50	70 to 80	60	18
	Mediterranean	60	55	60	80	70	19
	North America, East Coast	70 to 80	65 to 70	70	90	80	20
	South America and West Indies	60 to 65	65	65 to 70	80 to 85	70	21
	Australia and New Zealand	60	60 to 65	65 to 70	80	70	22
London	East Indies and China	60 to 65	60 to 65	65 to 70	80 to 85	70 & 85	23
	Cape, Natal, and East Coast of Africa.	70	60 to 70	80	70 & 80	70 & 80	24
	Mediterranean	60 to 70	65 to 75	65 to 75	80 to 90	75	25
	Running Agreements	75 & 80	75 & 80	75 & 80	75 & 80	75 & 80	26
	South America and West Indies	80	80	80	80	80	27
Southampton	Cape, Natal, and East Coast of Africa.	80	80	80	80	80	28
SCOTLAND.							
	North America, East Coast	80	70	70	92/6	80	29
Glasgow	Mediterranean	65	60 to 70	60 to 65	80	70	30
	Running Agreements	70	70	70	70	70	31
IRELAND.							
Dublin	North America, East Coast	75	75	75	75	75	32
Belfast	North America, East Coast	70	70	70	70	70	33

Note.—For the years 1896-1901 the predominant rates paid have been compiled by the Board of Trade from monthly returns
years the rates are based on annual returns made

WAGES OF ABLE SEAMEN—continued.

VOYAGES from the PRINCIPAL PORTS of the UNITED KINGDOM on FOREIGN-GOING VESSELS
1890, and 1895-1901—continued.

Food in addition to Wages.]

	1896.	1897.	1898.	1899.	1900.	1901.	VOYAGE.	PORT.
ON STEAMSHIPS—continued.								
	s.	s.	s.	s.	s.	s.		ENGLAND AND WALES —continued.
1	75	75	80	80	80	80	North America, East Coast	Bristol Channel. Bristol.
2	80	80	80	90	90	90	North America, East Coast	Avonmouth.
3	70	80	80	90	90	90	Mediterranean - -	Newport (Mon.)
4	70	80	80	80 & 90*	80 & 90*	80 & 90*	North America, East Coast	Cardiff.
5	70	80	80	80 & 90*	80 & 90*	80 & 90*	South America and West Indies	
6	70	80	80	90	80 & 90*	80 & 90*	East Indies and China - -	
7	70	80	80	90	80 & 90*	80 & 90*	Cape, Natal, and East Coast of Africa.	
8	70	80	80	80 & 90*	80 & 90*	80 & 90*	Mediterranean - - - -	
9	70	80	80	80	80	80	Baltic - - - - -	Swansea.
10	70	80	80	80 & 90*	80 & 90*	80 & 90*	Running Agreements - -	
11	80	85	80 & 85	90	80 & 90	80 & 90	North America, East Coast	
12	75	80	80	90	90	90	Mediterranean - - - -	Other Ports.
13	75	80	80	90	90	90	Running Agreements - -	
14	80 & 90	80 & 90	80 & 90	80 & 90	80 & 90	80 & 90	North America, East Coast	
15	70	70	70	70	70	70	South America and West Indies	
16	70	70	70	70	70	70	West Coast of America - -	
17	75	75	75	75	80	80	East Indies and China - -	Liverpool
18	60	60	60	60	60	60	West Coast of Africa - -	
19	70	70	70	70	70	70	Mediterranean - - - -	
20	80	80	80	90	90	90	North America, East Coast	London.
21	70	70	70, 75 & 80	80	80	80	South America and West Indies	
22	70	70	70	70 & 80	80	80	Australia and New Zealand -	
23	70	70	70	80	80	80, 85 & 90	East Indies and China - -	
24	70 & 80	70 & 80	70 & 80	80	80	80 & 90	Cape, Natal, and East Coast of Africa.	
25	75	75	70, 75 & 80	80 & 85	80 & 85	80 & 85	Mediterranean - - - -	Southampton.
26	75 & 80	75 & 80	75 & 80	85 & 90	90	85 & 90	Running Agreements - -	
27	80	80	80	90	90	90	South America and West Indies	
28	80	80	80	90	90	90	Cape, Natal, and East Coast of Africa.	SCOTLAND.
29	80	80	80	90	90	90	North America, East Coast	
30	70	70	70	80	80	80	Mediterranean - - - -	
31	70	70	70	80	80	80	Running Agreements - -	IRELAND.
32	75	80	80	90	90	90	North America, East Coast	
33	70	80	80	85	85	85	North America, East Coast	

furnished by the Superintendents of Mercantile Marine, showing the number of engagements at each rate. For previous
by the Superintendents of Mercantile Marine.

* In 1899, 1900 and 1901 90s. was the predominant rate at Barry, and 80s. at Cardiff and Penarth.

WAGES OF FIREMEN AND TRIMMERS.

TABLE, No. 20.—PREDOMINANT RATES of WAGES paid per MONTH to Firemen and Trimmers for certain VOYAGES from the PRINCIPAL PORTS of the UNITED KINGDOM on FOREIGN-GOING VESSELS for each of the years 1897 to 1901.

[The Firemen and Trimmers are provided with Food in addition to Wages.]

PORT.	VOYAGE.	1897.	1898.	1899.	1900.	1901.
FIREMEN.*						
ENGLAND AND WALES.						
East Coast.						
Newcastle and Shields	North America, East Coast -	80	85	90	90	90
	South America and West Indies -	85	85	90	90	90
	Mediterranean -	80	85	90	90	90
	Baltic -	80	85	90	90	90
	Running Agreements -	80	85	90	90	90
Sunderland	North America, East Coast -	80	85	90	90	90
	South America and West Indies -	80	85	90	90	90
	Mediterranean -	80	85	90	90	90
	Running Agreements -	80	85	90	90	90
Middlesbrough	Baltic -	80	85	90	90	90
Hull	North America, East Coast -	85	85	90	90	90
	East Indies and China -	85	85	90	90	90
	Mediterranean -	85	85	85	87/6	87/6
Bristol Channel.						
Bristol	North America, East Coast -	80	85	85	85	85
Avonmouth	North America, East Coast -	90	90	95	95	95
Newport (Mon.)	Mediterranean -	80	80	90	90	90
Cardiff	North America, East Coast -	80	80	80 & 90†	80 & 90†	80 & 90†
	South America and West Indies -	80	80	80 & 90†	80 & 90†	80 & 90†
	East Indies and China -	80	80	90	80 & 90†	80 & 90†
	Cape, Natal, and East Coast of Africa -	80	80	90	80 & 90†	80 & 90†
	Mediterranean -	80	80	80 & 90†	80 & 90†	80 & 90†
	Baltic -	80	80	80	80	80
	Running Agreements -	80	80	80 & 90†	80 & 90†	80 & 90†
Swansea	North America, East Coast -	90	85 & 90	95	85 & 95	85 & 95
	Mediterranean -	85	85	95	95	95
	Running Agreements -	85	85	95	95	95
Other Ports.						
Liverpool	North America, East Coast -	90 & 100	90 & 100	90 & 100	90 & 100	90 & 100
	South America and West Indies -	80	80	80	80	80
	West Coast of America -	80	80	80	80	80
	East Indies and China -	80	80	80	80	80
	West Coast of Africa -	70	70	70	70	70
	Mediterranean -	80	80	80	80	80

Note.—The Table has been compiled by the Board of Trade from Monthly Returns furnished by the Superintendents of Mercantile Marine, showing the Number of Engagements at each Rate.

* Many firemen also act as trimmers.

† In 1899, 1900 and 1901, 90s. was the predominant rate at Barry, and 80s. at Cardiff and Penarth.

WAGES OF FIREMEN AND TRIMMERS—*continued.*TABLE, No. 20.—PREDOMINANT RATES of WAGES paid per MONTH to Firemen and Trimmers for certain VOYAGES from the PRINCIPAL PORTS of the UNITED KINGDOM on FOREIGN-GOING VESSELS for each of the years 1897 to 1901—*continued.*

[The Firemen and Trimmers are provided with Food in addition to Wages.]

PORT.	VOYAGE.	1897.	1898.	1899.	1900.	1901.
Firemen*—<i>continued.</i>						
ENGLAND.						
Other Ports—<i>continued.</i>						
London . . .	North America, East Coast . . .	90	90	100	100	100
	South America and West Indies . . .	80	80	90	90	90
	Australia and New Zealand . . .	80	80	80 & 90	90	90
	East Indies and China . . .	80	80	90	90	90
	Cape, Natal, and East Coast of Africa . . .	80 & 90	80 & 90	90	90	90 & 100
	Mediterranean . . .	80	80	85 & 90	85 & 90	85 & 90
	Running Agreements . . .	80	80	90	90	90
Southampton . . .	South America and West Indies . . .	95	95	95	95	95
	Cape, Natal, and East Coast of Africa . . .	95	95	95	95	95
SCOTLAND.						
Glasgow . . .	North America, East Coast . . .	80	80	80	80	80
	Mediterranean . . .	75	75	80	80	80
	Running Agreements . . .	75	75	80	80	80
IRELAND.						
Dublin . . .	North America, East Coast . . .	85	85	95	95	95
Belfast . . .	North America, East Coast . . .	85	85	90	90	90

TRIMMERS.

ENGLAND.						
Hull . . .						
Liverpool . . .	North America, East Coast . . .	80	80	85	85	85
	North America, East Coast . . .	80 & 90	80 & 90	80 & 90	80 & 90	80 & 90
	South America and West Indies . . .	70 & 80	70 & 80	70 & 80	70 & 80	70 & 80
	West Coast of America . . .	70	70	70	70	70
	West Coast of Africa . . .	60	60	60	60	60
London . . .	Mediterranean . . .	65 & 70	65 & 70	65 & 70	65 & 70	65 & 70
	North America, East Coast . . .	80	80	90	90	90
	Australia and New Zealand . . .	70	70	70 & 80	80	80
	Cape, Natal, and East Coast of Africa . . .	80	80	80	80 & 90	80 & 90
Southampton . . .	South America and West Indies . . .	75	75	75	75	75
	Cape, Natal, and East Coast of Africa . . .	80	80	80	80	80
SCOTLAND.						
Glasgow . . .	North America, East Coast . . .	60	60	60	60	60

Note.—The Table has been compiled by the Board of Trade from Monthly Returns furnished by the Superintendents of Mercantile Marine, showing the Number of Engagements at each Rate.
 * Many Firemen also act as Trimmers.

WAGES OF MATES, ENGINEERS, AND PETTY OFFICERS—PREDOMINANT RATES.—SAILING VESSELS.

TABLE, No. 21.—PREDOMINANT RATES of WAGES paid to MATES, BOATSWAINS, CARPENTERS, SAILMAKERS, and ENGINEERS employed in the FOREIGN TRADE upon SAILING VESSELS registered in the British Islands, distinguishing the Tonnages of the Vessels for the years 1870, 1880, 1890, and 1895 to 1901.

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. -Exceptional Rates, such as those paid to Officers on Cable Ships or to Guarantee Engineers, are not included.)

		1870.	1880.	1890.	1895.	1899.	1907.	1911.	1899.	1900.	1901.
		s.	s.	s.	s.	s.	s.	s.	£	s.	s.
First Mates	Under 500 tons - - -	110	120	120	120	120	110	110	110	120	110
	Of 500 and under 1,000 tons -	120	135	140	130	130	130	130	125	120	130
	Of 1,000 and under 1,500 tons -	148	147	150	145	145	145	145	135	145	155
	Of 1,500 and under 2,000 tons -	164	155	158	160	155	160	160	150	155	160
	Of 2,000 tons and upwards -	165	170	170	160	160	160	160	155	160	160
Second Mates	Under 500 tons - - -	80	84	85	80	80	77	77	85	75	80
	Of 500 and under 1,000 tons -	91	92	92	85	85	80	80	85	90	90
	Of 1,000 and under 1,500 tons -	100	100	99	95	95	90	90	100	95	100
	Of 1,500 and under 2,000 tons -	111	111	106	100	100	100	100	100	100	100
	Of 2,000 tons and upwards -	120	100	111	100	100	100	100	100	100	105
Third Mates	Under 500 tons - - -	Not generally carried.				75	-	-	-	-	-
	Of 500 and under 1,000 tons -	60	62	61	60	63	60	60	65	70	-
	Of 1,000 and under 1,500 tons -	68	65	72	60	65	60	60	65	65	65
	Of 1,500 and under 2,000 tons -	74	73	75	65	68	65	65	70	70	65
	Of 2,000 tons and upwards -	75	75	78	70	70	70	70	70	70	75
Boatswains	Under 500 tons - - -	70	72	81	75	75	70	75	75	80	80
	Of 500 and under 1,000 tons -	79	82	87	95	90	85	85	90	90	95
	Of 1,000 and under 1,500 tons -	78	84	94	90	90	80	80	75	75	75
	Of 1,500 and under 2,000 tons -	88	89	95	85	83	83	80	80	80	80
	Of 2,000 tons and upwards -	90	90	95	85	85	85	85	80	80	80
Carpenters	Under 500 tons - - -	104	102	95	85	95	85	80	85	-	-
	Of 500 and under 1,000 tons -	104	107	110	100	100	100	100	100	100	100
	Of 1,000 and under 1,500 tons -	111	112	113	103	105	105	105	105	105	105
	Of 1,500 and under 2,000 tons -	112	112	116	110	105	105	105	110	110	110
	Of 2,000 tons and upwards -	115	116	120	117	115	115	110	110	110	110
Sailmakers	Under 500 tons - - -	60	65	79	-	-	-	-	70	65	65
	Of 500 and under 1,000 tons -	74	85	89	70	70	70	70	75	75	80
	Of 1,000 and under 1,500 tons -	87	87	93	90	88	80	85	80	90	85
	Of 1,500 and under 2,000 tons -	96	90	97	90	88	85	85	85	90	90
	Of 2,000 tons and upwards -	95	98	98	85	90	90	90	85	85	90

WAGES OF MATES, ENGINEERS, AND PETTY OFFICERS—PREDOMINANT RATES—STEAM VESSELS.

TABLE, No. 22.—PREDOMINANT RATES of WAGES paid to MATES, BOATSWAINS, CARPENTERS, SAILMAKERS, and ENGINEERS employed in the FOREIGN TRADE upon STEAM VESSELS registered in the British Islands, distinguishing the Tonnages of the Vessels for the years 1870, 1880, 1890, and 1895 to 1901.

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. Exceptional Rates, such as those paid to Officers on Cable Ships or to Guarantee Engineers, are not included.)

		1870.	1880.	1890.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
		s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
First Mates	Under 500 tons	150	150	145	145	150	150	150	145	155	160
	Of 500 and under 1,000 tons	170	165	170	165	160	160	160	165	165	165
	Of 1,000 and under 1,500 tons	200	192	183	175	180	170	170	180	180	180
	Of 1,500 and under 2,000 tons	200	206	205	200	200	200	200	190	200	190
	Of 2,000 tons and upwards	220	220	240	235	235	240	240	240	235	235
Second Mates	Under 500 tons	106	107	110	120	110	105	110	110	110	120
	Of 500 and under 1,000 tons	121	121	120	120	120	120	120	120	125	120
	Of 1,000 and under 1,500 tons	140	136	132	130	130	130	130	135	130	130
	Of 1,500 and under 2,000 tons	120	120	122	140	145	140	140	145	145	145
	Of 2,000 tons and upwards	170	170	167	155	160	160	160	165	165	165
Third Mates	Under 500 tons	Not generally carried.			100	100	100	—	85	—	100
	Of 500 and under 1,000 tons	94	92	94	110	110	110	105	110	115	105
	Of 1,000 and under 1,500 tons	99	98	105	110	110	110	110	110	110	110
	Of 1,500 and under 2,000 tons	110	110	106	110	110	110	110	115	120	115
	Of 2,000 tons and upwards	120	125	120	120	140	140	140	130	135	130
Boatswains	Under 500 tons	84	82	100	80	85	95	90	85	100	115
	Of 500 and under 1,000 tons	87	87	102	90	95	90	90	95	100	95
	Of 1,000 and under 1,500 tons	88	93	105	100	95	100	100	100	100	100
	Of 1,500 and under 2,000 tons	100	102	105	97	95	100	100	100	100	100
	Of 2,000 tons and upwards	105	106	112	110	110	110	110	110	110	115
Carpenters	Under 500 tons	108	110	112	110	110	105	105	105	110	100
	Of 500 and under 1,000 tons	110	110	114	115	115	115	115	120	120	120
	Of 1,000 and under 1,500 tons	112	115	120	120	115	120	120	120	120	120
	Of 1,500 and under 2,000 tons	120	117	120	120	125	120	120	120	120	120
	Of 2,000 tons and upwards	120	120	127	125	120	130	120	135	135	130
First Engineers	Under 500 tons (weekly, without provisions)	58	62	65	66	66	66	64	63	64	60
	Of 500 and under 1,000 tons	200	311	297	270	280	280	280	280	280	275
	Of 1,000 and under 1,500 tons	280	326	315	300	310	300	300	310	300	310
	Of 1,500 and under 2,000 tons	300	330	336	320	320	320	320	320	320	325
	Of 2,000 tons and upwards	350	372	353	360	380	380	380	370	365	355
Second Engineers	Under 500 tons (weekly, without provisions)	40	43	44	44	45	44	44	47	44	45
	Of 500 and under 1,000 tons	200	216	205	185	200	200	200	200	200	220
	Of 1,000 and under 1,500 tons	218	234	223	220	210	210	210	220	215	220
	Of 1,500 and under 2,000 tons	252	241	223	230	230	230	230	240	230	235
	Of 2,000 tons and upwards	250	289	255	250	260	270	270	265	255	265
Third Engineers	Under 500 tons (weekly, without provisions)	—	—	38	—	—	—	30	—	37	45
	Of 500 and under 1,000 tons	129	155	144	130	155	140	135	135	135	145
	Of 1,000 and under 1,500 tons	170	163	157	155	160	155	155	160	160	155
	Of 1,500 and under 2,000 tons	200	197	171	160	160	160	160	165	160	165
	Of 2,000 tons and upwards	205	224	187	190	190	190	190	205	195	195

WAGES OF MATES, ENGINEERS, AND PETTY OFFICERS—MAXIMUM, MINIMUM, AND
PREDOMINANT RATES.

TABLE No. 23.—MAXIMUM, MINIMUM, and PREDOMINANT RATES of WAGES paid in 1900 and 1901
upon Sailing and Steam Vessels registered in the British Islands,
(The Rates are *Monthly*, and are in addition to Provisions; except when otherwise stated. *Exceptional*

VOYAGE AND CLASS OF VESSEL.	First Mates.						Second Mates.					
	1900.			1901.			1900.			1901.		
	Maxi- mum.	Mini- mum.	Predom- inant Rate.	Maxi- mum.	Mini- mum.	Predom- inant Rate.	Maxi- mum.	Mini- mum.	Predom- inant Rate.	Maxi- mum.	Mini- mum.	Predom- inant Rate.
(I).—GROUPED ACCORDING												
ON SAILING VESSELS.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
North America : East Coast . . .	180	108	145	186	100	135	115	80	100	120	90	100
South America and West Indies . .	170	100	140	185	105	135	110	65	100	110	80	95
Australia and New Zealand . . .	200	110	155	200	130	140	110	70	95	120	90	130
East Indies and China	170	120	160	180	140	160	110	80	100	110	85	105
Cape, Natal, and East Coast of Africa	180	110	140	180	110	150	115	80	100	110	80	105
Mediterranean	120	85	100	-	-	-	-	-	-	-	-	-
West Coast of America	180	120	150	180	120	155	120	80	100	120	80	110
West Coast of Africa	120	105	120	120	110	120	105	105	105	-	-	-
ON CARGO STEAMERS.												
North America : East Coast . . .	200	180	215	200	160	230	240	110	150	240	110	155
South America and West Indies . .	200	160	200	200	140	195	220	110	145	220	110	145
Australia and New Zealand . . .	200	180	220	220	140	190	200	120	150	240	110	140
East Indies and China	240	180	220	240	160	230	200	120	170	210	110	160
Cape, Natal, and East Coast of Africa	200	160	195	200	160	200	240	120	145	240	110	145
Mediterranean	220	140	175	220	140	175	200	100	120	220	100	130
West Coast of America	240	200	200	240	180	200	180	150	180	180	140	155
West Coast of Africa	240	180	190	240	170	190	180	120	140	180	120	135
ON PASSENGER STEAMERS.												
North America : East Coast . . .	400	180	255	400	160	255	300	140	170	300	140	170
South America and West Indies . .	300	200	250	300	190	255	220	140	170	240	140	170
Australia and New Zealand . . .	240	200	200	240	180	225	240	140	180	240	140	195
East Indies and China	375	220	230	340	200	255	320	140	195	320	140	195
Cape, Natal, and East Coast of Africa	400	200	275	380	200	285	280	140	190	240	120	185
Mediterranean	280	160	175	280	160	175	240	120	140	240	120	130
West Coast of America	240	240	240	240	180	240	180	150	180	180	150	130
West Coast of Africa	240	220	240	240	180	240	180	150	180	180	140	160
(II).—GROUPED ACCORDING												
ON SAILING VESSELS.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Under 500 tons	110	65	120	120	100	110	95	65	75	80	80	80
Of 500 and under 1,000 tons . . .	160	115	140	160	110	130	105	80	90	130	80	90
Of 1,000 and under 1,500 tons . .	180	110	145	185	100	155	115	70	95	120	80	100
Of 1,500 and under 2,000 tons . .	200	120	155	200	130	160	120	80	100	130	80	105
Of 2,000 tons and upwards . . .	200	140	160	180	150	180	120	90	100	130	90	105
ON STEAMERS.												
Under 500 tons (weekly, without provisions).	60	40	45	60	35	50	40	35	35	60	27	35
Of 500 and under 1,000 tons . . .	200	110	165	240	150	165	180	100	110	180	100	130
Of 1,000 and under 1,500 tons . .	300	110	180	300	140	180	200	110	110	200	110	130
Of 1,500 and under 2,000 tons . .	300	160	200	300	180	190	240	110	145	220	110	145
Of 2,000 tons and upwards . . .	300	180	225	300	160	200	240	110	120	200	110	165

WAGES OF MATES, ENGINEERS, AND PETTY OFFICERS—MAXIMUM, MINIMUM, AND
PREDOMINANT RATES.

to MATES, BOATSWAINS, CARPENTERS, SAILMAKERS, and ENGINEERS employed in the FOREIGN TRADE distinguishing the various Voyages run, and the TONNAGE of VESSELS.

Rates, such as those paid to Officers on Cable Ships, or to Guarantee Engineers, are not included).

Third Mates.						Boatswains.						VOYAGE AND CLASS OF VESSEL.
1900.			1901.			1900.			1901.			
Maxi- mum.	Mini- mum.	Predom- inant Rate.	Maxi- mum.	Mini- mum.	Predom- inant Rate.	Maxi- mum.	Mini- mum.	Predom- inant Rate.	Maxi- mum.	Mini- mum.	Predom- inant Rate.	
TO VOYAGE.												
s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	ON SAILING VESSELS.
70	65	67½	70	60	65	110	70	80	110	65	85	North America : East Coast.
70	60	70	-	-	-	110	65	80	100	70	80	South America and West Indies.
100	60	III	80	60	III	120	60	80	120	60	VI	Australia and New Zealand.
85	60	65	70	60	65	90	65	80	100	70	80	East Indies and China.
80	60	7½	80	60	70	100	60	80	90	65	80	Cape, Natal, and East Coast of Africa.
-	-	-	-	-	-	95	70	80	-	-	-	Mediterranean.
100	65	75	85	65	70	120	65	80	95	65	80	West Coast of America.
-	-	-	-	-	-	80	70	80	80	70	III	West Coast of Africa.
ON CARGO STEAMERS.												
120	70	120	220	85	III	140	80	105	140	80	III	North America : East Coast.
160	80	115	160	85	115	120	80	95	120	75	100	South America and West Indies.
160	90	120	200	100	115	120	90	110	120	III	105	Australia and New Zealand.
160	80	125	III	80	120	140	90	III	140	90	III	East Indies and China.
220	90	115	220	80	115	III	80	105	140	85	105	Cape, Natal, and East Coast of Africa.
160	70	120	140	80	III	120	60	100	160	64	100	Mediterranean.
120	115	120	120	95	125	III	100	100	110	85	III	West Coast of America.
120	110	110	120	110	120	105	80	100	110	80	100	West Coast of Africa.
ON PASSENGER STEAMERS.												
250	110	180	250	110	125	160	95	120	160	90	110	North America : East Coast.
160	100	125	III	100	125	120	100	105	140	90	110	South America and West Indies.
120	III	155	180	90	155	150	100	120	150	90	120	Australia and New Zealand.
160	100	155	160	110	155	125	85	120	III	III	120	East Indies and China.
220	100	145	III	100	155	150	100	125	III	90	125	Cape, Natal, and East Coast of Africa.
200	III	105	125	100	105	140	90	100	120	85	100	Mediterranean.
160	III	180	160	140	160	125	125	125	125	125	125	West Coast of America.
120	120	120	120	110	120	100	80	80	100	80	80	West Coast of Africa.
TO TONNAGE OF VESSEL.												
s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.	ON SAILING VESSELS.
-	-	-	-	-	-	110	65	90	100	65	80	Under 500 tons.
70	70	70	-	-	-	110	60	90	100	70	65	Of 500 and under 1,000 tons.
70	60	65	70	60	65	110	60	75	110	60	75	Of 1,000 and under 1,500 tons.
100	60	70	85	60	65	120	65	80	120	65	80	Of 1,500 and under 2,000 tons.
100	60	70	80	70	75	120	70	80	90	65	80	Of 2,000 tons and upwards.
ON STEAMERS.												
-	-	-	-	-	-	60	25	25	42	30	22	Under 500 tons (weekly, without provisions).
120	30	115	140	90	105	120	75	100	115	75	III	Of 500 and under 1,000 tons.
III	65	110	160	III	110	140	60	100	125	75	100	Of 1,000 and under 1,500 tons.
200	60	120	180	80	115	125	75	100	160	64	III	Of 1,500 and under 2,000 tons.
III	70	125	250	80	120	160	80	110	160	75	115	Of 2,000 tons and upwards.

WAGES OF MATES, ENGINEERS, AND PETTY OFFICERS—MAXIMUM, MINIMUM, AND
PREDOMINANT RATES—*continued.*

TABLE, No. 23.—Maximum, Minimum, and Predominant Rates of Wages paid in 1900 and 1901 to Mates,
(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. Exceptional

VOYAGE AND CLASS OF VESSEL.	Carpenters.						Sailmakers.					
	1900.			1901.			1900.			1901.		
	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.	Maxi- mum.	Mini- mum.	Pre- domi- nant Rate.
(I.) GROUPED ACCORDING												
ON SAILING VESSELS.												
North America : East Coast - -	130	80	110	130	95	105	110	70	90	120	75	90
South America and West Indies -	130	70	110	130	100	105	100	65	90	90	70	85
Australia and New Zealand - -	140	55	110	140	65	110	140	65	95	115	60	90
East Indies and China - - -	120	90	110	120	90	110	120	110	90	120	70	90
Cape, Natal, and East Coast of Africa	130	80	110	130	70	110	100	70	85	110	65	85
Mediterranean - - - - -	-	-	-	-	-	-	-	-	-	-	-	-
West Coast of America - - -	120	70	105	135	80	105	110	65	85	120	65	90
West Coast of Africa - - -	105	105	105	-	-	-	-	-	-	-	-	-
ON CARGO STEAMERS.												
North America : East Coast - -	147	110	125	150	90	130	-	-	-	-	-	-
South America and West Indies -	140	100	120	140	90	120	-	-	-	-	-	-
Australia and New Zealand - -	150	110	135	160	100	125	140	105	110	-	-	-
East Indies and China - - -	140	100	120	130	110	125	-	-	-	-	-	-
Cape, Natal, and East Coast of Africa	160	65	125	150	100	125	-	-	-	-	-	-
Mediterranean - - - - -	147	60	120	147	80	120	-	-	-	-	-	-
West Coast of America - - -	130	120	120	130	110	125	-	-	-	-	-	-
West Coast of Africa - - -	150	100	120	130	100	120	-	-	-	-	-	-
ON PASSENGER STEAMERS.												
North America : East Coast - -	130	120	145	160	110	150	-	-	-	-	-	-
South America and West Indies -	160	120	130	160	120	130	-	-	-	-	-	-
Australia and New Zealand - -	130	130	145	140	120	140	100	100	100	100	90	110
East Indies and China - - -	150	120	130	150	120	130	-	-	-	-	-	-
Cape, Natal, and East Coast of Africa	200	120	130	160	120	140	-	-	-	-	-	-
Mediterranean - - - - -	160	110	120	140	110	130	-	-	-	-	-	-
West Coast of America - - -	155	155	155	155	130	155	-	-	-	-	-	-
West Coast of Africa - - -	130	130	120	130	110	130	-	-	-	-	-	-
(II.) GROUPED ACCORDING												
ON SAILING VESSELS.												
Under 500 tons - - - - -	-	-	-	-	-	-	75	65	65	65	65	65
Of 500 and under 1,000 tons - -	130	70	100	120	65	100	110	65	75	105	90	80
Of 1,000 and under 1,500 tons - -	110	55	105	130	70	105	120	65	90	120	60	85
Of 1,500 and under 2,000 tons -	145	80	110	140	90	110	110	65	90	120	65	90
Of 2,000 tons and upwards - - -	130	90	110	135	90	110	110	70	85	115	75	110
ON STEAMERS.												
Under 500 tons (weekly, without provisions) - - - - -	40	25	25	25/6	25/6	32/6	-	-	-	-	-	-
Of 500 and under 1,000 tons - -	120	80	120	130	80	120	-	-	-	-	-	-
Of 1,000 and under 1,500 tons - -	150	90	120	160	90	120	-	-	-	-	-	-
Of 1,500 and under 2,000 tons - -	160	100	120	180	110	130	-	-	-	-	-	-
Of 2,000 tons and upwards - - -	200	65	135	180	90	130	105	100	105	100	90	90

WAGES OF MATES, ENGINEERS, AND PETTY OFFICERS—MAXIMUM, MINIMUM, AND
PREDOMINANT RATES—*continued.*

Boatswains, Carpenters, Sailmakers, and Engineers employed in the Foreign Trade, &c.—*continued.*

Rates, such as those paid to Officers on Cable Ships, or to Guarantee Engineers, are not included).

First Engineers.						Second Engineers.						VOYAGE AND CLASS OF VESSEL.
1900.			1901.			1900.			1901.			
Maxi- mum.	Mini- mum.	Predom- inant Rate.	Maxi- mum.	Mini- mum.	Predom- inant Rate.	Maxi- mum.	Mini- mum.	Predom- inant Rate.	Maxi- mum.	Mini- mum.	Predom- inant Rate.	
TO VOYAGE.												
												ON SAILING VESSELS.
-	-	-	-	-	-	-	-	-	-	-	-	North America: East Coast.
-	-	-	-	-	-	-	-	-	-	-	-	South America and West Indies.
-	-	-	-	-	-	-	-	-	-	-	-	Australia and New Zealand.
-	-	-	-	-	-	-	-	-	-	-	-	East Indies and China.
-	-	-	-	-	-	-	-	-	-	-	-	Cape, Natal, and East Coast of Africa.
-	-	-	-	-	-	-	-	-	-	-	-	Mediterranean.
-	-	-	-	-	-	-	-	-	-	-	-	West Coast of America.
-	-	-	-	-	-	-	-	-	-	-	-	West Coast of Africa.
												ON CARGO STEAMERS.
400	220	340	400	240	350	300	150	250	280	180	245	North America: East Coast.
400	240	325	400	280	345	280	180	235	280	160	240	South America and West Indies.
500	300	380	440	240	355	320	210	295	300	160	240	Australia and New Zealand.
450	300	350	600	300	345	300	300	240	300	200	245	East Indies and China.
■	300	310	400	280	340	280	180	240	290	100	235	Cape, Natal, and East Coast of Africa.
450	240	300	450	220	305	280	180	215	240	■	215	Mediterranean.
380	230	■	450	235	345	240	■	240	■	215	240	West Coast of America.
340	230	320	340	280	340	255	180	235	■	200	235	West Coast of Africa.
												ON PASSENGER STEAMERS.
700	300	335	700	300	345	400	220	350	400	220	265	North America: East Coast.
480	300	360	485	300	365	320	220	240	320	220	250	South America and West Indies.
585	300	365	525	340	365	320	210	270	320	240	235	Australia and New Zealand.
585	300	435	525	300	405	■	210	265	300	220	265	East Indies and China.
605	320	405	540	320	410	■	220	280	320	220	235	Cape, Natal, and East Coast of Africa.
500	■	225	300	240	295	■	180	205	280	180	200	Mediterranean.
400	400	400	400	360	400	300	300	300	300	■	300	West Coast of America.
400	320	340	360	320	320	280	240	240	280	220	240	West Coast of Africa.
TO TONNAGE OF VESSEL.												
												ON SAILING VESSELS.
-	-	-	-	-	-	-	-	-	-	-	-	Under 500 tons.
-	-	-	-	-	-	-	-	-	-	-	-	Of 500 and under 1,000 tons.
-	-	-	-	-	-	-	-	-	-	-	-	Of 1,000 and under 1,500 tons.
-	-	-	-	-	-	-	-	-	-	-	-	Of 1,500 and under 2,000 tons.
-	-	-	-	-	-	-	-	-	-	-	-	Of 2,000 tons and upwards.
												ON STEAMERS.
80	50	64	80	40	60	70	30	45	70	25	45	Under 500 tons (weekly without provisions).
400	220	280	450	220	275	280	■	200	300	160	220	Of 500 and under 1,000 tons.
■	240	280	550	■	310	280	155	215	380	180	220	Of 1,000 and under 1,500 tons.
■	240	280	580	240	285	300	150	220	380	180	225	Of 1,500 and under 2,000 tons.
700	240	285	780	360	355	400	190	255	400	180	265	Of 2,000 tons and upwards.

WAGES OF MATES, ENGINEERS, AND PETTY OFFICERS—MAXIMUM, MINIMUM, AND
PREDOMINANT RATES—*continued.*

TABLE, No. 23.—Maximum, Minimum, and Predominant Rates of Wages paid in 1900 and 1901 to Mates, Boat-swains, Carpenters, Sailmakers and Engineers employed in the Foreign Trade, &c.—*continued.*

(The Rates are *Monthly*, and are in addition to Provisions, except when otherwise stated. Exceptional Rates, such as those paid to Officers on Cable Ships, or to Guarantee Engineers, are not included.)

VOYAGE AND CLASS OF VESSEL.	Third Engineers.					
	1900.			1901		
	Maximum.	Minimum.	Predominant Rate.	Maximum.	Minimum.	Predominant Rate.
(I.)—GROUPED ACCORDING TO VOYAGE.						
ON SAILING VESSELS.	s.	s.	s.	s.	s.	s.
North America: East Coast	—	—	—	—	—	—
South America and West Indies	—	—	—	—	—	—
Australia and New Zealand	—	—	—	—	—	—
East Indies and China	—	—	—	—	—	—
Cape, Natal, and East Coast of Africa	—	—	—	—	—	—
Mediterranean	—	—	—	—	—	—
West Coast of America	—	—	—	—	—	—
West Coast of Africa	—	—	—	—	—	—
ON CARGO STEAMERS.						
North America: East Coast	230	130	130	230	120	135
South America and West Indies	220	120	165	220	120	170
Australia and New Zealand	260	140	195	240	100	170
East Indies and China	240	140	160	255	130	175
Cape, Natal, and East Coast of Africa	340	130	175	230	130	170
Mediterranean	240	100	140	240	90	140
West Coast of America	200	100	195	200	130	135
West Coast of Africa	240	130	165	180	140	165
ON PASSENGER STEAMERS.						
North America: East Coast	340	155	200	340	135	205
South America and West Indies	240	130	200	250	145	200
Australia and New Zealand	300	130	195	280	130	240
East Indies and China	280	130	135	250	130	240
Cape, Natal, and East Coast of Africa	220	150	195	260	130	195
Mediterranean	240	120	165	200	145	160
West Coast of America	220	220	220	220	200	220
West Coast of Africa	130	130	130	130	130	130
(II.)—GROUPED ACCORDING TO TONNAGE OF VESSEL.						
ON SAILING VESSELS.	s.	s.	s.	s.	s.	s.
Under 500 tons	—	—	—	—	—	—
Of 500 and under 1,000 tons	—	—	—	—	—	—
Of 1,000 and under 1,500 tons	—	—	—	—	—	—
Of 1,500 and under 2,000 tons	—	—	—	—	—	—
Of 2,000 tons and upwards	—	—	—	—	—	—
ON STEAMERS.						
Under 500 tons (weekly, without provisions)	30	30	37	32/6	42	45
Of 500 and under 1,000 tons	120	100	125	200	130	145
Of 1,000 and under 1,500 tons	240	110	130	255	120	155
Of 1,500 and under 2,000 tons	250	120	130	250	90	135
Of 2,000 tons and upwards	340	130	195	340	130	195

INDENTURES OF APPRENTICES.

TABLE, No. 24.—NUMBER OF INDENTURES Enrolled and Cancelled, in each of the Years 1845–1901.

YEARS.	Number Enrolled under Part II. of the Merchant Shipping Act (Trading).	Number Enrolled under Part IV. of the Merchant Shipping Act (Fishing).	Total Enrolled during the Year.	Cancellations, Deaths, and Expirations.	Total Number of Indentures in Existence.
1845 - - -	15,704	—	15,704	7,412	—
1846 - - -	10,376	—	10,376	6,928	—
1847 - - -	11,521	—	11,521	7,041	—
1848 - - -	11,440	—	11,440	7,762	—
1849 - - -	9,659	—	9,659	10,540	—
1850 - - -	5,055	—	5,055	10,270	—
1851 - - -	5,275	—	5,275	10,597	—
1852 - - -	5,845	—	5,845	10,487	—
1853 - - -	6,828	—	6,828	9,333	—
1854 - - -	7,935	—	7,935	5,682	—
1855 - - -	7,461	—	7,461	5,712	—
1856 - - -	7,410	—	7,410	6,084	—
1857 - - -	6,850	—	6,850	7,092	—
1858 - - -	5,578	—	5,578	7,676	—
1859 - - -	5,773	—	5,773	7,755	—
1860 - - -	5,616	—	5,616	7,404	—
1861 - - -	5,836	—	5,836	6,650	—
1862 - - -	5,880	—	5,880	5,588	—
1863 - - -	5,636	—	5,636	5,807	—
1864 - - -	5,520	—	5,520	5,925	—
1865 - - -	5,638	—	5,638	5,529	—
1866 - - -	5,454	—	5,454	5,705	—
1867 - - -	5,444	—	5,444	5,611	—
1868 - - -	4,975	—	4,975	5,754	—
1869 - - -	4,613	—	4,613	5,553	—
1870 - - -	4,241	—	4,241	5,495	18,303
1871 - - -	4,111	—	4,111	5,322	17,092
1872 - - -	4,360	—	4,360	4,913	16,539
1873 - - -	4,054	—	4,054	4,769	15,815
1874 - - -	4,455	—	4,455	4,448	15,812
1875 - - -	4,397	—	4,397	4,305	16,004
1876 - - -	4,740	—	4,740	4,233	16,511
1877 - - -	4,488	—	4,488	4,278	16,721
1878 - - -	4,155	—	4,155	4,775	16,101
1879 - - -	3,789	—	3,789	4,379	15,511
1880 - - -	3,501	—	3,501	4,345	14,667
1881 - - -	2,923	—	2,923	4,175	13,415
1882 - - -	2,992	—	2,992	3,890	12,517
1883 - - -	1,972	552	2,524	3,592	11,449
1884 - - -	1,997	553	2,550	3,321	10,778
1885 - - -	1,986	518	2,504	2,845	10,437
1886 - - -	1,766	639	2,405	2,852	9,990
1887 - - -	1,864	565	2,429	2,638	9,781
1888 - - -	1,853	561	2,414	2,699	9,496
1889 - - -	1,723	518	2,241	2,725	9,012
1890 - - -	1,749	418	2,167	2,529	8,650
1891 - - -	1,847	339	2,186	2,229	8,607
1892 - - -	1,821	375	2,196	2,165	8,638
1893 - - -	1,752	402	2,154	2,202	8,590
1894 - - -	1,861	303	2,164	2,299	8,435
1895 - - -	1,636	232	1,868	2,305	8,018
1896 - - -	1,321	214	1,535	2,273	7,280
1897 - - -	1,302	216	1,518	1,923	6,875
1898 - - -	1,336	223	1,559	2,037	6,397
1899 - - -	1,203	151	1,354	1,822	5,929
1900 - - -	1,103	112	1,215	1,527	5,617
1901 - - -	1,242	162	1,394	1,468	5,543

NUMBER OF BRITISH AND FOREIGN PERSONS EMPLOYED.

TABLE, No. 25.—NUMBER of PERSONS, distinguishing BRITISH and FOREIGN, employed in VESSELS (registered under Part I. of the Merchant Shipping Act, 1894) belonging to the UNITED KINGDOM, ISLE of MAN, and CHANNEL ISLANDS (exclusive of Vessels employed on Rivers and in Inland Navigation), which were returned as employed in the Home and Foreign Trades, showing the proportion of Foreigners to every 100 British Subjects (exclusive of Lascars) in each Year from 1854 to 1901*, together with the total number of Persons employed (including Lascars) from 1886 to 1901.

YEARS.	Number of British Persons Employed (not including Lascars).	Number of Foreign Persons Employed.	Number of British and Foreign Persons Employed (not including Lascars).	Proportion of Foreigners to every 100 British Persons Employed (exclusive of Lascars).	Lascars and Asiatics.	TOTAL, inclusive of Lascars and Asiatics.
Exclusive of Masters.						
1854 - -	149,215	13,200	162,415	8.80		
1855 - -	155,610	12,927	168,537	8.31		
1856 - -	160,597	13,321	173,918	8.29		
1857 - -	162,012	14,375	176,387	8.87		
1858 - -	165,498	12,334	177,832	7.45		
1859 - -	160,210	12,296	172,506	7.67		
1860 - -	157,312	14,280	171,592	9.08		
1861 - -	Not separated		171,957	—		
1862 - -	157,767	16,096	173,863	10.20		
1863 - -	165,794	18,933	184,727	11.48		
1864 - -	173,833	21,923	195,756	12.61		
1865 - -	177,363	20,280	197,643	11.43		
1866 - -	Not separated		196,371	—		
1867 - -	174,523	21,817	196,340	12.50		
1868 - -	177,239	20,263	197,502	11.43		
1869 - -	175,332	20,158	195,490	11.49		
1870 - -	177,951	18,011	195,962	10.12		
1871 - -	181,973	17,765	199,738	9.76		
1872 - -	183,129	20,591	203,720	11.24		
1873 - -	182,399	19,840	202,239	10.87		
1874 - -	182,687	20,919	203,606	11.45		
1875 - -	178,994	20,673	199,667	11.55		
1876 - -	177,727	20,911	198,638	11.76		
1877 - -	173,926	22,636	196,562	13.01		
1878 - -	172,242	23,343	195,585	13.55		
1879 - -	169,145	24,403	193,548	14.43		
1880 - -	169,692	23,280	192,972	13.72		
1881 - -	168,098	24,805	192,903	14.76		
1882 - -	169,920	26,017	195,937	15.31		
1883 - -	172,414	28,313	200,727	16.42		
1884 - -	171,871	27,783	199,654	16.17		
1885 - -	171,585	27,196	198,781	15.85		
1886 - -	162,614	25,183	187,797	15.49	16,673	204,470
1887 - -	160,912	24,046	184,958	14.94	17,585	202,543
Inclusive of Masters.						
1888 - -	179,969	25,277	205,246	14.05	18,427	223,673
1889 - -	183,473	26,841	210,314	14.63	19,949	230,263
1890 - -	186,147	27,237	213,374	14.63	22,734	236,108
1891 - -	186,176	30,267	216,443	16.26	24,037	240,480
1892 - -	185,437	30,899	216,336	16.66	25,399	241,735
1893 - -	186,628	29,549	216,177	15.83	24,797	240,974
1894 - -	183,233	31,050	214,283	16.95	26,175	240,458
1895 - -	180,074	32,335	212,409	17.96	28,077	240,486
1896 - -	178,994	33,046	212,040	18.46	29,999	242,039
1897 - -	175,549	33,898	209,447	19.31	31,484	240,931
1898 - -	174,980	35,308	210,288	20.18	32,265	242,553
1899 - -	174,266	36,064	210,330	20.60	33,805	244,135
1900 - -	174,532	36,893	211,425	21.14	36,023	247,448
1901 - -	172,912	37,630	210,542	21.76	37,431	247,973

Note.—Masters were included for the first time in the year 1888.

* Lascars and Asiatics under Asiatic articles of agreement were almost entirely excluded previous to 1886, their numbers having been only exceptionally recorded before that year.

PROPORTION OF PERSONS EMPLOYED TO 100 TONS.

TABLE No. 26.—STATEMENT showing the TONNAGE of SAILING and STEAM VESSELS (registered under Part I. of the Merchant Shipping Act, 1894) belonging to the UNITED KINGDOM, ISLE OF MAN, and CHANNEL ISLANDS (exclusive of Vessels Employed on Rivers, and in Inland Navigation), which were returned as Employed in the Home, partly in the Home and partly in the Foreign, and in the Foreign Trades respectively in each of the Years 1888 to 1901; also the Number of Persons Employed therein, inclusive of Masters, Lascars and Asiatics, with the Proportion of Persons to every 100 Tons in each Trade and Class of Vessel.

TRADES IN WHICH EMPLOYED.	Years.	SAILING VESSELS.			STEAM VESSELS.			TOTAL.		
		Tons.	Persons Employed	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.	Tons.	Persons Employed.	Proportion of Persons Employed to 100 Tons.
Home Trade	1888	597,145	39,505	6.62	289,852	20,540	7.09	886,997	60,045	6.77
	1889	571,438	38,314	6.70	289,245	21,015	7.27	860,683	59,329	6.89
	1890	575,147	37,618	6.54	325,082	22,850	7.03	900,229	60,468	6.72
	1891	556,968	36,714	6.59	354,714	25,107	7.08	911,682	61,821	6.78
	1892	518,284	35,495	6.84	371,530	26,611	7.16	910,856	62,106	6.82
	1893	518,284	34,659	6.69	372,527	27,809	7.46	890,791	62,468	7.01
	1894	503,727	33,480	6.65	404,684	29,727	7.35	908,411	63,207	6.96
	1895	479,764	31,757	6.62	406,477	30,424	7.48	886,241	62,181	7.02
	1896	449,192	30,148	6.71	421,404	31,800	7.55	870,596	61,948	7.12
	1897	434,125	28,868	6.65	432,839	33,759	7.80	866,964	62,625	7.22
	1898	407,626	26,900	6.62	438,382	35,582	8.14	846,008	62,471	7.41
	1899	397,177	25,600	6.45	476,449	37,893	7.95	873,626	63,493	7.27
	1900	378,957	23,724	6.26	508,359	40,288	7.93	887,316	64,022	7.22
	1901	356,052	22,137	6.22	492,108	40,020	7.13	848,160	62,762	7.40
Partly Home and partly Foreign Trade	1888	55,495	2,420	4.36	105,712	8,839	8.36	161,207	6,259	3.88
	1889	66,619	2,856	4.29	118,407	10,062	8.46	185,026	6,948	3.76
	1890	50,991	2,219	4.35	133,563	4,386	3.28	184,554	6,605	3.58
	1891	40,248	1,796	4.46	166,813	5,169	3.10	207,061	6,965	3.36
	1892	37,200	1,655	4.45	180,000	5,228	3.01	243,860	7,883	3.23
	1893	32,345	1,467	4.54	224,562	6,436	2.87	256,907	7,905	3.06
	1894	31,669	1,422	4.49	222,462	6,135	2.76	254,131	7,557	2.97
	1895	26,721	1,210	4.53	238,633	6,444	2.70	265,354	7,654	2.88
	1896	24,640	1,166	4.69	232,297	6,003	2.58	256,937	7,159	2.79
	1897	22,645	1,022	4.51	256,223	6,584	2.57	278,868	7,606	2.73
	1898	26,174	1,115	4.26	265,144	6,722	2.54	291,318	7,837	2.69
	1899	20,250	960	4.74	308,898	7,834	2.54	329,148	8,794	2.67
	1900	15,936	719	4.51	301,542	4,930	2.45	317,478	5,649	2.00
	1901	14,353	691	4.81	229,599	6,101	2.65	253,922	6,792	2.67
Foreign Trade	1888	2,401,419	48,669	2.03	3,902,265	108,700	2.79	6,303,684	157,369	2.50
	1889	2,338,289	46,000	1.97	4,257,158	117,391	2.76	6,595,445	163,390	2.49
	1890	2,267,434	44,381	1.96	4,563,119	124,654	2.73	6,830,553	169,035	2.47
	1891	2,250,285	42,679	1.90	4,795,513	129,015	2.69	7,045,798	171,694	2.44
	1892	2,368,800	43,639	1.85	4,905,996	128,107	2.61	7,294,796	171,746	2.35
	1893	2,348,584	42,180	1.80	5,045,106	128,421	2.55	7,393,690	170,601	2.31
	1894	2,286,829	39,949	1.75	5,266,914	129,745	2.46	7,553,743	169,694	2.25
	1895	2,230,285	38,639	1.73	5,479,968	132,012	2.41	7,710,253	170,651	2.21
	1896	2,144,235	36,000	1.72	5,661,672	136,029	2.43	7,805,907	172,932	2.22
	1897	2,016,247	34,027	1.69	5,763,734	136,673	2.37	7,779,981	170,700	2.19
	1898	1,878,896	31,063	1.65	6,064,506	140,982	2.32	7,943,402	172,045	2.17
	1899	1,700,548	27,773	1.63	6,343,312	144,075	2.27	8,043,860	171,848	2.14
	1900	1,594,838	25,856	1.62	6,695,575	151,921	2.27	8,290,413	177,777	2.14
	1901	1,468,785	23,664	1.61	6,955,000	154,755	2.23	8,422,414	178,419	2.12
TOTAL	1888	3,054,059	90,594	2.97	4,297,829	133,079	3.10	7,351,888	223,673	3.04
	1889	2,976,346	87,785	2.95	4,664,808	142,498	3.05	7,641,154	230,283	3.01
	1890	2,893,572	84,218	2.91	5,021,764	151,890	3.02	7,915,336	236,108	2.98
	1891	2,847,501	81,189	2.85	5,317,040	159,291	3.00	8,164,541	240,480	2.95
	1892	2,965,326	80,789	2.72	5,484,186	160,946	2.93	8,449,512	241,735	2.89
	1893	2,899,193	78,306	2.70	5,642,195	162,668	2.88	8,541,388	240,974	2.82
	1894	2,822,225	74,851	2.68	5,894,060	165,607	2.81	8,716,285	240,458	2.76
	1895	2,736,770	71,806	2.62	6,125,078	168,880	2.76	8,861,848	240,486	2.71
	1896	2,618,067	68,207	2.61	6,315,273	173,832	2.75	8,933,340	242,039	2.71
	1897	2,473,017	63,915	2.58	6,452,796	177,016	2.74	8,925,813	240,931	2.70
	1898	2,312,696	59,167	2.56	6,788,032	186,000	2.71	9,060,728	242,553	2.67
	1899	2,117,975	54,333	2.57	7,128,059	189,802	2.68	9,245,834	244,135	2.64
	1900	1,989,731	50,309	2.53	7,405,476	197,139	2.66	9,395,207	247,448	2.63
	1901	1,859,190	46,492	2.53	7,685,306	201,481	2.62	9,524,496	247,973	2.60

NUMBERS EMPLOYED IN SMALL SAILING VESSELS.

TABLE No. 27.—NUMBER and TONNAGE of SAILING VESSELS under 300 Tons (registered under Part I. ISLANDS (exclusive of Vessels Employed on Rivers and in Inland Navigation), which were returned as respectively with the Number of Persons Employed therein, in each of the years 1860 to 1901, the

YEARS.	HOME TRADE.			PARTLY HOME AND PARTLY FOREIGN TRADE.		
	Vessels.	Tons.	Persons Employed.	Vessels.	Tons.	Persons Employed.
1860	10,825	813,567	38,938	1,284	194,372	7,675
1861	11,037	824,356	39,355	1,246	189,432	7,446
1862	10,470	767,423	36,394	1,392	209,276	8,178
1863	10,670	749,895	36,648	1,609	240,473	9,400
1864	10,994	785,780	37,629	1,529	232,239	8,940
1865	11,156	794,141	37,595	1,564	244,421	9,295
1866	11,204	810,780	37,353	1,404	219,120	8,223
1867	11,488	835,627	38,421	1,109	164,745	6,293
1868	11,777	800,813	39,353	1,334	200,011	7,510
1869	11,564	771,667	39,351	1,458	224,068	8,413
1870	11,587	762,303	40,142	1,428	213,387	7,987
1871	11,826	771,775	41,704	1,425	210,411	7,947
1872	12,232	791,143	42,010	1,255	182,823	6,954
1873	11,536	742,679	39,462	1,276	178,921	6,811
1874	10,822	691,536	36,890	1,377	207,392	7,913
1875	10,551	709,980	37,245	1,251	176,195	6,724
1876	10,631	703,391	36,465	1,151	166,932	6,293
1877	10,634	694,984	35,822	1,118	159,274	6,000
1878	10,510	693,995	35,901	916	124,691	4,778
1879	10,702	704,822	36,685	886	118,123	4,509
1880	10,672	690,021	35,791	966	124,347	4,772
1881	10,264	675,042	34,579	770	99,571	3,881
1882	10,046	654,757	33,313	800	106,865	4,186
1883	9,997	653,203	33,489	603	80,408	3,079
1884	10,081	657,589	34,188	523	63,670	2,607
1885	10,078	656,088	34,086	498	62,291	2,473
1886	9,614	638,232	32,581	434	51,860	1,984
1887	9,559	627,584	32,059	393	45,419	1,723
1888*	9,194	595,313	39,462	421	52,714	2,346
1889	8,981	569,281	38,277	491	63,205	2,764
1890	8,888	572,030	37,559	367	44,858	2,060
1891	8,668	554,583	36,659	306	37,576	1,729
1892	8,423	536,009	35,456	277	34,740	1,593
1893	8,208	517,118	34,642	258	30,298	1,414
1894	7,913	501,085	33,420	240	28,337	1,348
1895	7,485	475,566	31,681	219	24,749	1,175
1896	7,073	443,753	30,047	218	23,918	1,138
1897	6,859	429,328	28,769	175	20,184	1,031
1898	6,507	401,993	26,880	194	21,237	1,031
1899	6,470	391,017	25,484	177	19,858	950
1900	6,188	370,422	23,619	130	13,976	674
1901	5,842	350,371	22,058	128	13,581	672

* In and after the year 1888 Masters are included.

NUMBERS EMPLOYED IN SMALL SAILING VESSELS.

of the Merchant Shipping Act, 1894) belonging to the UNITED KINGDOM, ISLE OF MAN, and CHANNEL Employed in the Home, partly in the Home and partly in the Foreign, and in the Foreign Trades, Return being exclusive of Masters previous to the year 1888.

FOREIGN TRADE.			TOTAL.			YEARS.
Vessels.	Tons.	Persons Employed.	Vessels.	Tons.	Persons Employed.	
3,227	587,469	25,794	15,336	1,595,408	72,407	1860
3,205	583,373	25,391	15,488	1,597,161	72,192	1861
3,298	598,199	26,034	15,160	1,574,898	70,606	1862
3,293	596,059	25,752	15,572	1,586,427	71,800	1863
3,171	581,587	24,679	15,694	1,599,606	71,248	1864
2,874	541,386	22,629	15,594	1,579,948	69,519	1865
3,011	565,315	23,366	15,619	1,595,215	68,942	1866
3,037	578,362	23,278	15,634	1,578,734	67,902	1867
2,888	554,181	22,111	15,999	1,555,005	68,974	1868
2,625	508,734	20,138	15,647	1,504,469	67,992	1869
2,593	494,429	19,412	15,608	1,470,119	67,541	1870
2,264	440,750	16,911	15,515	1,422,936	66,562	1871
2,239	437,737	16,612	15,726	1,411,703	65,576	1872
2,199	433,118	16,195	15,011	1,354,718	62,468	1873
2,048	406,845	15,144	14,247	1,305,773	59,947	1874
1,738	348,265	13,015	13,540	1,234,440	56,984	1875
1,685	337,371	12,344	13,467	1,207,694	55,102	1876
1,613	329,146	11,891	13,365	1,183,404	53,713	1877
1,642	331,109	11,795	13,068	1,149,795	52,474	1878
1,430	285,602	10,169	13,018	1,108,547	51,363	1879
1,342	268,243	9,529	12,980	1,082,611	50,092	1880
1,157	225,551	8,328	12,191	1,000,164	46,788	1881
922	180,902	6,631	11,768	942,524	44,130	1882
862	164,418	6,159	11,462	898,029	42,727	1883
761	145,187	5,408	11,365	866,446	42,203	1884
599	129,195	4,955	11,275	847,574	41,514	1885
589	111,716	3,996	10,637	801,808	38,561	1886
531	99,127	3,548	10,483	772,130	37,330	1887
552	97,245	4,083	10,167	745,272	45,891	1888*
490	85,915	3,639	9,962	718,401	44,680	1889
417	72,383	3,102	9,672	689,271	42,721	1890
398	55,611	2,424	9,302	647,770	40,812	1891
272	45,259	2,004	8,972	616,008	39,053	1892
263	42,941	1,930	8,729	590,357	37,986	1893
195	30,797	1,416	8,348	560,215	36,184	1894
188	29,030	1,354	7,892	529,345	34,210	1895
195	30,239	1,397	7,486	497,910	32,582	1896
159	23,859	1,126	7,193	473,371	30,857	1897
134	20,397	946	6,835	443,627	28,857	1898
118	16,645	780	6,765	427,520	27,214	1899
117	16,707	763	6,435	401,105	25,056	1900
108	14,919	711	6,078	378,871	23,441	1901

ANALYSIS OF CREWS—SAILING VESSELS.

TABLE, No. 28.—COMPARATIVE TABLE showing the Constitution of the Crews of certain British

1890.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Vessel's Name.	Official Number.	Port of Registry.	Net Tons.	Owners.	Description of Voyage.	Masters and Mates.	Midshipmen.	Boatswains.	Quartermasters.	Carpenters.	Sailmakers.	Able Seamen.	Ordinary Seamen.	Apprentices.
Belfast	70,875	Liverpool	1,884	T. Brocklebank	East Indies	4	-	1	-	1	-	17	5	1
Herat	78,737	Liverpool	1,399	Bates & Sons	ditto	4	-	-	-	1	-	16	1	2
Buckingham	93,809	Liverpool	2,613	McIver, Marshall & Co.	ditto	3	-	1	-	1	1	15	5	3
Greta	69,335	Liverpool	1,189	W. Lowden & Co.	Australia and New Zealand.	4	-	-	-	1	1	12	1	4
Angerona	70,894	Liverpool	1,215	ditto	ditto	4	-	-	-	1	1	11	-	7
Auckland	71,658	Glasgow	1,244	Shaw, Saville & Co.	ditto	3	-	1	-	1	1	12	2	4
Queen of Cambria	74,867	Carnarvon	865	William Thomas	ditto	2	-	1	-	1	1	7	3	7
Loch Long	76,726	Glasgow	1,203	Aitken, Lilburn & Co.	ditto	4	-	1	-	1	1	12	2	3
Hermione	72,368	Southampton	1,120	Shaw, Saville & Co.	ditto	3	-	1	-	1	1	12	3	4
Taranaki	76,749	Glasgow	1,129	Jno. Leslie	ditto	4	-	-	-	1	1	12	3	10
Blenheim	76,932	Aberdeen	1,077	ditto	ditto	4	-	-	-	1	1	12	1	3
Banffshire	82,319	Glasgow	898	Thos. Law	ditto	3	-	-	-	1	1	7	-	5
Akaros	82,424	Southampton	1,297	W. Savill	ditto	4	-	-	-	1	1	10	2	4
Derwent	89,640	London	1,899	Devitt & Moore	ditto	4	5	1	-	1	1	16	2	9
Armadale	93,372	Glasgow	1,959	J. A. Roxburgh	ditto	3	-	-	-	1	1	17	-	5
Bracadale	93,378	Glasgow	1,902	ditto	ditto	4	-	-	-	1	1	19	-	4
Torrens	73,595	London	1,276	A. L. Elder & Co.	Australia	4	-	-	-	1	1	11	5	4
Cockermouth	74,544	Liverpool	1,296	P. Iredale	ditto	3	-	-	-	1	1	11	1	4
Andora	84,129	Liverpool	1,670	G. W. Roberts	ditto	4	-	1	-	1	1	15	1	1
Closeburn	85,859	Glasgow	865	Guthrie, McDonald, Hood & Co.	ditto	3	-	-	-	1	1	7	2	4
Yallaro	88,868	Aberdeen	1,499	A. Nicol	ditto	3	-	1	-	1	1	12	2	6
Torridon	88,867	Aberdeen	1,501	ditto	ditto	4	-	1	-	1	1	12	2	7
Dynomene	86,204	Liverpool	1,999	Fernie & Sons	North America, West Coast.	3	-	1	-	1	1	13	3	6
Allerton	91,175	Liverpool	2,027	R. W. Leyland	ditto	3	-	1	-	1	1	20	-	24
Bidston Hill	93,710	Liverpool	2,359	W. Price & Co.	ditto	4	-	1	-	1	-	17	2	10
Drumblair	87,900	Liverpool	1,848	Gillison & Chadwick	ditto	3	-	-	-	1	1	18	-	5
Drumcraig	91,178	Liverpool	1,919	ditto	ditto	4	-	1	-	1	1	16	-	7
Patterdale	85,857	Liverpool	1,189	Simpson Bros.	South America, West Coast.	4	-	-	-	1	1	11	-	7
Cupica	93,833	Liverpool	1,168	McIver, Marshall & Co.	ditto	3	1	-	-	1	1	11	-	1
Wychwood	95,290	Sunderland	1,215	R. H. Gayner	ditto	3	-	-	-	1	-	13	-	3
TOTAL			44,634		TOTAL	105	6	14	-	30	26	394	43	131

ABSTRACT OF THE ABOVE.

Number of Men, all told, to each 100 Tons, inclusive of Masters.		Number of Men, all told, to each 100 Tons, exclusive of Masters.		Capacities : showing Increase and Decrease in each.		
1890.	1900.	1890.	1900.	Capacity.	1890.	1900.
1'8978	1'7221	1'8221	1'6549	Masters and Mates	105	97
				Midshipmen	6	9
				Boatswains	14	13
				Quartermasters	-	-
				Carpenters	30	29
				Sailmakers	26	24
				Able Seamen	394	341
				Ordinary Seamen	44	39
				Apprentices	131	127
				Boys	13	11
				Stewards, &c.	76	70
				Other Persons	5	2
				TOTAL	843	769
Number of Men to each 100 Tons, but exclusive of Cooks, Stewards, &c., and "Other Persons," enumerated in Columns 17, 18, 33, and 34.						
1890.	1900.					
1'7065	1'5609					

Note.—In the above Table ships belonging to certain well-known firms have been selected at the chief Ports of the trade on the Registers in

ANALYSIS OF CREWS—SAILING VESSELS.

SAILING Vessels Employed in the Foreign Trade of the United Kingdom, in the Years 1890 and 1900.

1890.					1900.																
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
Boys.	Stewards, &c.	Other Persons.	Total Crew.	Total Foreigners.	Owners.	Description of Voyage.	Masters and Mates.	Midshipmen.	Boatswains.	Quartermasters.	Carpenters.	Sailmakers.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Stewards, &c.	Other Persons.	Total Crew.	Total Foreigners.	
1	-	2	30	8	T. Brocklebank	East Indies	1	-	-	-	1	1	17	-	5	-	1	-	23	4	
2	-	2	26	10	Bates & Sons	ditto	4	-	-	-	1	-	13	-	-	-	1	-	22	6	
3	4	2	36	7	McIver, Marshall & Co.	ditto	1	-	2	-	1	1	14	1	6	-	1	-	32	9	
4	-	2	26	14	W. Lowden & Co.	Australia and New Zealand.	3	-	-	-	1	1	10	1	6	-	2	-	24	7	
5	-	2	28	4	ditto	ditto	4	-	-	-	1	1	12	-	4	-	2	-	18	1	
6	-	2	28	14	Shaw, Saville & Co.	ditto	3	-	-	-	1	1	12	2	7	-	2	-	28	10	
7	-	1	16	-	William Thomas	ditto	3	-	-	-	1	1	8	1	2	-	1	-	17	2	
8	-	3	27	1	Aitken, Lilburn & Co.	ditto	3	-	1	-	1	1	9	2	5	-	3	-	25	-	
9	-	-	27	5	Shaw, Saville & Co.	ditto	1	-	-	-	1	1	10	1	4	-	2	-	23	3	
10	-	2	27	2	Jno. Leslie	ditto	1	-	-	-	1	1	10	2	1	-	2	-	23	8	
11	1	2	25	7	ditto	ditto	3	-	-	-	1	1	12	2	-	1	3	-	23	8	
12	-	-	19	-	Thomas Law	ditto	3	-	-	-	1	1	7	-	4	-	2	-	18	2	
13	-	2	24	3	W. Savill	ditto	3	-	-	-	1	1	9	2	7	-	3	-	26	1	
14	-	4	43	8	Devitt & Moore	ditto	3	5	1	-	1	1	12	2	10	-	5	-	40	7	
15	-	2	30	12	J. A. Roxburgh	ditto	3	-	-	-	1	-	10	-	4	-	3	-	27	14	
16	-	-	31	6	ditto	ditto	4	-	1	-	1	1	10	-	4	-	2	-	23	13	
17	-	15	42	2	A. L. Elder & Co.	Australia	3	4	-	-	-	1	8	2	7	-	6	1	32	3	
18	1	2	14	14	P. Iredale	ditto	3	-	-	-	1	-	10	-	5	-	2	-	21	6	
19	2	2	22	5	G. W. Roberts	ditto	4	-	1	-	1	-	24	-	-	-	2	-	32	17	
20	-	3	21	1	Guthrie, McDonald, Hood & Co.	ditto	3	-	-	-	1	1	8	-	5	-	2	-	20	3	
21	2	2	30	13	A. Nicol	ditto	3	-	1	-	1	1	11	-	6	-	3	-	27	6	
22	-	2	30	10	ditto	ditto	3	-	1	-	1	1	12	2	5	-	2	-	27	8	
23	-	3	32	9	Fernie & Sons	North America, West Coast.	3	-	1	-	1	1	11	3	6	-	2	-	28	6	
24	2	2	31	15	R. W. Leyland	ditto	4	-	-	-	1	-	10	1	-	3	2	-	21	12	
25	1	2	38	6	W. Price & Co.	ditto	3	-	1	-	1	1	13	-	15	-	2	1	37	10	
26	-	2	30	8	Gillison & Chadwick.	ditto	3	-	2	-	1	1	15	-	2	2	2	-	28	2	
27	-	2	32	9	ditto	ditto	3	-	1	-	1	1	15	4	2	1	2	-	30	10	
28	-	2	28	11	Simpson Bros.	South America, West Coast	3	-	-	-	1	1	9	2	-	2	2	-	11	12	
29	-	2	30	7	McIver, Marshall & Co.	ditto	3	-	-	-	1	1	10	3	1	1	2	-	22	1	
30	-	1	21	3	R. H. Gayner	ditto	3	-	-	-	1	-	10	2	1	1	2	-	20	9	
13	76	5	843	209	TOTAL		97	9	13	-	29	24	345	39	127	11	70	2	768	206	

- - ABSTRACT OF THE ABOVE.

Nationality of Foreigners.

Nationality.	1890.	1900.	Nationality.	1890.	1900.
Norwegians	11	42	Belgians	3	3
Swedes	65	63	Italians	2	2
Danes	8	12	Greeks	4	1
Germans	27	21	Austrians	1	2
Dutch	2	12	Russians	31	26
French	7	11	Americans	11	10
Spanish	1	-	Other Countries	8	1
			TOTAL	111	206

United Kingdom as representatives of their class, care being taken to select those vessels which it has been found possible to both of the years 1890 and 1900.

ANALYSIS OF CREWS—STEAM VESSELS.

TABLE, No. 29.—COMPARATIVE TABLE showing the Constitution of the Crews of certain British

1890.																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Vessel's Name.	Official Number.	Port of Registry.	Net Tonn.	Horse Power.	Owners.	Description of Voyage.	Masters & Mates.	Boatwain.	Quartermasters.	Lamptrimmers.	Carpenters.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Engineers.	Firemen and Trimmers.	Other Persons (Engineer's Department).
Benedi -	95,304	Leith -	1,453	350	Wm. Thompson & Co.	China -	4	1	-	1	10	-	-	-	-	4	-	-
Carmarthen-shire.	91,391	London -	1,776	500	D. I. Jenkins -	Ditto -	5	1	-	1	12	-	-	-	-	5	-	-
Glenartney -	97,588	Glasgow -	1,943	400	J. McGregor -	Ditto -	5	1	4	-	1	8	-	-	-	6	-	1
Glenyle -	93,320	Glasgow -	2,244	550	- ditto -	Ditto -	5	1	-	1	10	-	-	-	-	5	-	-
City of London	73,315	Glasgow -	2,097	450	Geo. Smith & Sons -	East Indies -	4	2	4	1	10	20	-	-	-	4	14	-
City of Khios -	78,632	Glasgow -	2,121	500	- ditto -	Ditto -	4	2	4	1	1	8	-	-	-	4	15	-
Oriental -	93,210	Greenock -	2,711	1,200	Peninsular and Oriental Steam Navigation Co.	Ditto -	7	1	-	-	2	7	-	-	-	6	-	1
- ditto -					- ditto -	Ditto -	6	1	-	-	2	7	-	-	-	7	-	1
Shannon -	82,964	Belfast -	2,049	750	British India Steam Navigation Co.	Ditto -	5	1	-	-	1	4	-	-	-	7	-	-
Manora -	80,908	Glasgow -	2,000	660	- ditto -	Ditto -	5	1	-	-	1	4	-	-	-	7	-	-
Waldensian -	33,546	Glasgow -	1,468	200	J. and A. Allan -	Brazil and River Plate.	4	1	-	1	6	4	-	-	-	4	6	1
Anstrian	55,190	Glasgow -	1,690	220	- ditto -	Ditto - ditto -	4	1	-	1	8	4	-	-	-	4	7	-
Flaxman -	88,258	Liverpool -	1,417	200	Lampport and Holt -	Ditto - ditto -	5	-	-	1	8	-	-	-	-	3	6	-
Ethelburga -	86,785	Whitby -	1,445	250	Harroving & Co. -	Ditto - ditto -	3	1	-	-	1	6	-	-	-	3	6	1
Bellauna -	96,354	Glasgow -	1,709	250	McLelland & Co. -	Ditto - ditto -	3	1	-	-	1	9	1	-	-	3	3	1
Chaucer -	98,702	Liverpool -	1,788	350	Lampport and Holt -	Ditto - ditto -	5	-	-	1	9	-	-	-	-	3	11	-
Ballard -	98,029	Glasgow -	1,770	250	McLelland & Co. -	Ditto - ditto -	3	1	-	-	9	1	-	-	-	3	3	-
Germanic	70,982	Liverpool -	2,149	700	Imray, Imrie & Co. -	North America -	6	2	-	-	2	28	-	-	-	6	30	9
Lord Lansdowne.	90,109	Belfast -	1,815	350	T. Dixon & Sons -	Ditto - ditto -	4	-	-	-	1	3	-	-	-	3	10	1
Etruria -	91,187	Liverpool -	2,690	2,500	Cunard Steam Ship Co.	Ditto - ditto -	7	2	-	-	2	40	-	-	1	10	109	1
Cufic -	93,325	Liverpool -	2,064	520	Imray, Imrie & Co. -	Ditto - ditto -	4	2	-	-	1	15	-	-	-	4	18	4
Cherbourg -	71,394	Glasgow -	1,037	170	Cunard Steam Ship Co.	Mediterranean -	4	2	-	-	1	11	-	-	-	3	9	-
Rosario -	88,148	Hull -	1,228	140	T. Wilson, Sons & Co. -	Ditto -	3	-	-	1	1	7	-	-	-	3	6	-
Britannia -	91,138	Liverpool -	2,040	280	Papayanni & Co. -	Ditto -	4	1	-	-	2	14	-	-	-	3	13	-
Tregilason	91,349	St. Ives -	1,450	250	E. Hain & Son -	Ditto -	3	1	-	-	1	6	-	-	-	3	5	1
Wihairda -	96,548	Whitby -	1,401	220	J. H. Harroving -	Ditto -	3	1	-	-	1	6	-	-	-	3	6	1
Pongola -	81,875	London -	986	150	D. King -	Cape and East Indies.	3	1	-	-	1	6	-	-	1	3	6	1
Avon -	81,322	Sunderland -	1,417	200	Royal Mail Steam Ship Co.	West Indies -	4	1	2	1	1	10	4	-	-	4	12	3
Derwent -	81,308	Sunderland -	1,547	350	- ditto - ditto -	Ditto -	4	1	2	1	1	10	4	-	-	4	12	4
Umbilo -	93,050	London -	1,281	210	D. King -	Cape -	4	1	-	-	1	6	-	-	-	4	8	1
Romeo -	82,494	Hull -	1,060	350	T. Wilson, Sons & Co. -	Baltic -	3	-	-	1	1	3	-	-	-	3	7	1
Junna -	93,291	Glasgow -	2,376	522	British India Steam Navigation Co.	Australia -	5	2	4	1	1	14	5	-	-	7	21	7
Iberia -	69,335	Liverpool -	2,963	750	Pacific Steam Navigation Co.	West Coast of America.	5	3	-	1	1	18	2	-	2	5	36	3
TOTAL -			62,145	14,738	TOTAL -		138	36	20	16	26	338	29	-	4	137	387	49

ABSTRACT OF THE ABOVE.

Number of Men all told to each 100 Tons, inclusive of Masters.				Number of Men all told to each 100 Tons, exclusive of Masters.				Capacities : showing Increase and Decrease in each.		
1890.	1900.	1890.	1900.	1890.	1900.	1890.	1900.	Capacity.	1890.	1900.
3-3068	3-4275	3-2553	3-3760			Masters and Mates			138	144
						Boatwains			36	23
						Quartermasters			20	16
						Lamptrimmers			16	7
						Carpenters			36	31
						Able Seamen			238	263
						Ordinary Seamen			29	7
						Apprentices			-	2
						Boys			4	5
						Engineers			137	135
						Firemen and Trimmers			387	305
						Other Persons (Engineer's Department).			48	53
						Lascars and Deck Hands			196	243
						Engineer's Department			223	340
						other Steward's Department			91	183
						Stewards, &c.			391	341
						Other Persons			35	32
2-4588		2-5328				TOTAL			2,055	2,130

Number of Men to each 100 Tons, inclusive of Masters, but exclusive of Cooks, Stewards, Waiters, &c., and "Other Persons" enumerated in Columns 23, 24, 44, and 45, and Steward's Department of Lascars.

ANALYSIS OF CREWS—STEAM VESSELS.

Steam Vessels Employed in the Foreign Trade of the United Kingdom in the Years 1890 and 1900.

1890.										1900.																	
Lascars.										Lascars.																	
20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
Deck Hands.	Engineer's Department.	Steward's Department.	Stewards, &c.	Other persons.	Total Crew.	Total Foreigners, exclusive of Lascars.	Owners.	Description of Voyage.	Masters & Mates.	Boatwains.	Quartermasters.	Lamp-trimmers.	Carpenters.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Engineers.	Firemen and Trimmers.	Other Persons (Engineers' Department).	Deck Hands.	Engineer's Department.	Steward's Department.	Stewards, &c.	Other Persons.	Total Crew.	Total Foreigners, exclusive of Lascars.
1	13	4	1	1	19	3	Wm. Thompson & Co.	China	4	1	1	1	1	1	1	1	1	4	1	1	1	12	4	1	1	18	7
2	16	7	1	1	25	4	N. F. Jenkins	Ditto	5	1	1	1	1	1	1	1	1	4	1	1	14	18	4	1	1	48	1
3	13	4	1	1	19	1	J. McGregor	Ditto	5	1	1	1	1	1	1	1	1	4	1	1	12	18	3	1	1	51	1
4	21	4	1	1	27	5	ditto	Ditto	5	1	1	1	1	1	1	1	1	4	1	1	18	21	5	1	1	57	1
5	11	4	1	1	17	1	Geo. Smith & Sons	East Indies	4	1	1	1	1	1	1	1	1	4	1	1	18	25	9	2	2	71	1
6	11	4	1	1	17	1	ditto	ditto	4	1	1	1	1	1	1	1	1	4	1	1	18	24	10	2	2	71	1
7	61	25	27	6	119	1	Peninsular and Oriental Steam Navigation Co.	ditto	7	1	1	1	1	1	1	1	1	6	1	1	55	60	26	27	2	190	1
8	44	19	18	4	105	1	ditto	ditto	7	1	1	1	1	1	1	1	1	7	1	1	42	57	28	12	4	173	1
9	35	44	22	5	136	1	British India Steam Navigation Co.	ditto	5	1	1	1	1	1	1	1	1	7	1	1	36	42	28	5	1	140	1
10	1	1	1	1	4	1	J. and A. Allan	Brazil and River Plate.	4	1	1	1	1	1	1	1	1	4	7	1	1	1	1	1	1	31	1
11	1	1	1	1	4	1	ditto	ditto	4	1	1	1	1	1	1	1	1	4	10	1	1	1	1	1	1	35	1
12	1	1	1	1	4	1	Lampert and Holt	ditto	5	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	27	1
13	1	1	1	1	4	1	Harrowing & Co.	ditto	4	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	25	1
14	1	1	1	1	4	1	McLelland & Co.	ditto	4	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	28	1
15	1	1	1	1	4	1	Lampert and Holt	ditto	5	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	32	1
16	1	1	1	1	4	1	McLelland & Co.	ditto	4	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	34	1
17	1	1	1	1	4	1	Ismay, Imrie & Co.	North America	5	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	151	1
18	1	1	1	1	4	1	T. Dixon & Sons	ditto	4	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	1	32	1
19	1	1	1	1	4	1	Cunard Steam Ship Co.	ditto	7	1	1	1	1	1	1	1	1	9	95	15	1	1	1	1	1	209	1
20	1	1	1	1	4	1	Ismay, Imrie & Co.	ditto	5	1	1	1	1	1	1	1	1	4	17	5	1	1	1	1	1	58	1
21	1	1	1	1	4	1	Cunard Steam Ship Co.	Mediterranean	4	1	1	1	1	1	1	1	1	4	7	1	1	1	1	1	1	30	1
22	1	1	1	1	4	1	T. Wilson, Sons & Co.	ditto	4	1	1	1	1	1	1	1	1	4	6	1	1	1	1	1	1	23	1
23	1	1	1	1	4	1	Papayanni & Co.	ditto	4	1	1	1	1	1	1	1	1	4	11	1	1	1	1	1	1	39	1
24	1	1	1	1	4	1	R. Hain & Son	ditto	4	1	1	1	1	1	1	1	1	4	5	1	1	1	1	1	1	22	1
25	1	1	1	1	4	1	J. H. Harrowing	ditto	4	1	1	1	1	1	1	1	1	4	5	1	1	1	1	1	1	25	1
26	1	1	1	1	4	1	D. King	Cape and East Indies.	4	1	1	1	1	1	1	1	1	4	1	1	20	17	9	1	1	54	1
27	1	1	1	1	4	1	Royal Mail Steam Ship Co.	West Indies	4	1	1	1	1	1	1	1	1	4	10	8	1	1	1	1	1	30	1
28	1	1	1	1	4	1	ditto	ditto	4	1	1	1	1	1	1	1	1	4	12	2	1	1	1	1	1	41	1
29	1	1	1	1	4	1	D. King	Cape	4	1	1	1	1	1	1	1	1	4	8	1	1	1	1	1	1	34	1
30	1	1	1	1	4	1	T. Wilson, Sons & Co.	Baltic	4	1	1	1	1	1	1	1	1	4	7	1	1	1	1	1	1	31	1
31	1	1	1	1	4	1	British India Steam Navigation Co.	Australia	5	1	1	1	1	1	1	1	1	6	1	1	37	51	20	11	3	140	1
32	1	1	1	1	4	1	Pacific Steam Navigation Co.	West Coast of America.	5	1	1	1	1	1	1	1	1	6	24	8	1	1	1	1	1	104	1
TOTAL									144	23	16	7	81	263	7	2	5	125	305	55	243	340	183	341	82	2,130	121

ABSTRACT OF THE ABOVE.

Nationality of Foreigners, exclusive of Lascars.

Nationality.	1890.	1900.	Nationality.	1890.	1900.
Norwegians	15	19	Italians	4	3
Swedes	25	26	Greeks	1	7
Danes	1	3	Austrians	4	1
Germans	20	31	Portuguese	1	1
Dutch	3	3	Russians	6	9
French	7	2	Americans	4	11
Spanish	1	4	Other Countries	2	6
Belgians	1	5	TOTAL	95	131

* This Total does not include seven cattle-men who were employed on board.

RELIEF OF DISTRESSED SEAMEN ABROAD.

TABLE, No. 30.—RETURN of SUMS VOTED, and of the EXPENDITURE, on account of the RELIEF of DISTRESSED BRITISH SEAMEN ABROAD, since the Vote has been administered by the Board of Trade, for each of the years 1855-56 to 1900-01.

YEARS.			Voted.			Expenditure.		
			£.	s.	d.	£.	s.	d.
Net Expenditure for	1855-56	- -	17,000	-	-	8,662	5	1
Ditto	1856-57	- -	17,000	-	-	16,695	18	9
Ditto	1857-58	- -	20,000	-	-	21,733	3	2
Ditto	1858-59	- -	20,000	-	-	17,503	9	8
Ditto	1859-60	- -	20,000	-	-	21,094	15	1
Ditto	1860-61	- -	20,000	-	-	20,855	1	5
Ditto	1861-62	- -	20,400	-	-	22,492	7	1
Ditto	1862-63	- -	20,400	-	-	25,876	6	4
Ditto	1863-64	- -	20,400	-	-	19,218	14	2
Ditto	1864-65	- -	34,400	-	-	35,788	16	8
Ditto	1865-66	- -	30,400	-	-	28,259	10	5
Ditto	1866-67	- -	47,342	17	7	*49,162	9	9
Ditto	1867-68	- -	38,187	5	-	38,187	5	-
Gross Expenditure for	1868-69	- -	45,400	-	-	38,427	7	2
Ditto	1869-70	- -	45,400	-	-	37,059	1	9
Ditto	1870-71	- -	36,000	-	-	35,068	12	1
Ditto	1871-72	- -	35,400	-	-	34,260	8	1
Ditto	1872-73	- -	36,000	-	-	32,578	4	1
Ditto	1873-74	- -	33,000	-	-	30,204	12	2
Ditto	1874-75	- -	29,000	-	-	31,185	16	1
Ditto	1875-76	- -	31,000	-	-	29,220	19	2
Ditto	1876-77	- -	33,000	-	-	32,223	11	1
Ditto	1877-78	- -	33,000	-	-	31,612	2	4
Ditto	1878-79	- -	31,500	-	-	34,373	1	2
Ditto	1879-80	- -	†34,000	-	-	29,414	11	7
Ditto	1880-81	- -	32,400	-	-	27,256	10	2
Ditto	1881-82	- -	31,900	-	-	29,066	11	9
Ditto	1882-83	- -	30,900	-	-	30,701	19	4
Net Expenditure for	1883-84	- -	-	†	-	27,348	17	4
Ditto	1884-85	- -	-	†	-	28,957	-	-
Ditto	1885-86	- -	-	†	-	24,344	1	7
Ditto	1886-87	- -	-	†	-	26,999	2	5
Ditto	1887-88	- -	-	†	-	25,635	-	5
Ditto	1888-89	- -	-	†	-	26,839	13	1
Ditto	1889-90	- -	-	†	-	23,695	13	-
Ditto	1890-91	- -	-	†	-	21,566	3	9
Ditto	1891-92	- -	-	†	-	26,226	3	6
Ditto	1892-93	- -	-	†	-	23,407	16	3
Ditto	1893-94	- -	-	†	-	22,936	3	7
Ditto	1894-95	- -	-	†	-	19,191	8	2
Ditto	1895-96	- -	-	†	-	21,464	14	-
Ditto	1896-97	- -	-	†	-	21,036	4	3
Ditto	1897-98	- -	-	†	-	17,373	-	11
Ditto	1898-99	- -	-	†	-	15,871	16	7
Ditto	1899-1900	- -	6,000	-	-	3,477	16	9
Ditto	1900-01	- -	6,000	-	-	3,573	13	8

* Includes Five Quarters.

† Includes Supplementary Estimate, 3,000*l*.

‡ The amount voted for the years 1883-84 to 1898-99 is included in the Grant in Aid of the Mercantile Marine Fund, and cannot be separately distinguished.

SEAMEN'S SAVINGS BANKS.

TABLE, No 31.—ACCOUNT of all DEPOSITS Received and Repaid by the BOARD OF TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, for each of the years 1857-58 to 1900-1901 (Years ending 20th November).

YEARS (ending 20th Nov.)	Amount Received.			Amount Paid.			YEARS (ending 20th Nov.)	Amount Received.			Amount Paid.		
	£.	s.	d.	£.	s.	d.		£.	s.	d.	£.	s.	d.
1857-58	11,005	16	-	7,105	8	9	1879-80	58,548	13	10	53,295	-	4
1858-59	13,538	18	3	8,417	17	3	1880-81	58,247	8	4	53,809	6	6
1859-60	14,958	17	7	9,653	2	10	1881-82	66,336	14	9	60,230	1	-
1860-61	17,112	7	9	12,680	17	2	1882-83	72,783	4	1	68,517	6	1
1861-62	17,088	13	1	15,342	11	-	1883-84	74,493	5	2	74,834	16	1
1862-63	17,098	5	11	14,090	-	5	1884-85	69,449	11	11	71,629	7	8
1863-64	20,583	2	7	17,201	3	6	1885-86	66,538	8	5	67,354	19	2
1864-65	21,215	13	9	18,396	11	6	1886-87	63,475	12	3	61,897	18	10
1865-66	24,040	6	5	22,802	10	11	1887-88	70,608	8	4	64,066	19	4
1866-67	32,747	7	4	30,396	17	5	1888-89	77,325	16	3	70,194	3	2
1867-68	30,120	2	1	28,522	5	6	1889-90	87,789	8	11	78,742	8	6
1868-69	37,029	13	-	34,928	18	7	1890-91	85,252	19	8	82,327	9	7
1869-70	33,174	4	5	32,130	13	1	1891-92	83,042	7	6	87,480	9	6
1870-71	39,819	3	6	36,658	19	10	1892-93	84,799	5	2	87,828	3	11
1871-72	37,625	6	6	34,424	6	7	1893-94	82,563	9	1	76,792	13	7
1872-73	43,715	2	3	39,493	3	■	1894-95	80,312	19	4	78,817	2	4
1873-74	50,182	15	6	45,964	9	10	1895-96	82,707	2	5	78,194	8	1
1874-75	48,370	2	2	47,616	12	9	1896-97	87,248	4	8	85,288	6	-
1875-76	50,731	10	5	47,116	-	11	1897-98	88,579	-	7	86,721	18	3
1876-77	56,495	15	5	53,601	3	10	1898-99	90,205	17	3	91,204	7	2
1877-78	51,435	19	11	47,967	4	9	1899-1900	86,155	13	11	90,210	7	10
1878-79	59,113	13	2	59,670	9	5	1900-01	93,483	6	5	96,107	16	9

SEAMEN'S MONEY ORDERS.

TABLE, No 32.—RETURN showing the Number and Amount of SEAMEN'S MONEY ORDERS issued and Paid at Ports in the United Kingdom, and at Ports Abroad, for the years 1869 to 1900-1901.

ISSUED.			PAID.		
YEARS.	Number.	Amount Received.	YEARS.	Number.	Amount Paid.
		£. s. d.			£. s. d.
1869	56,740	318,046 14 10	1869	56,707	318,860 2 11
1870	58,039	312,482 6 ■	1870	57,947	311,587 8 8
1871	60,632	338,630 18 ■	1871	60,289	337,568 14 6
1872	59,350	323,009 16 2	1872	59,201	322,595 13 4
1873	59,816	355,747 14 -	1873	59,717	355,467 11 4
1874	60,808	371,367 2 1	1874	60,568	372,064 8 10
1875	62,006	388,646 15 10	1875	61,759	387,525 9 9
1876	64,650	415,071 16 2	1876	64,324	415,439 15 3
1877	67,489	411,047 15 -	1877	67,363	408,643 17 7
1878	71,120	421,068 12 ■	1878	71,072	420,749 9 9
1879	70,802	428,510 5 -	1879	72,284	430,606 12 7
1880	68,159	381,910 15 5	1880	68,130	381,630 3 9
1881-82*	94,513	475,360 3 3	1881-82*	94,450	474,710 19 8
1882-83	85,318	437,622 5 3	1882-83	85,298	436,727 7 10
1883-84	85,098	461,797 8 9	1883-84	84,993	461,528 2 7
1884-85	86,327	447,674 12 11	1884-85	86,278	447,837 19 10
1885-86	86,469	436,927 10 5	1885-86	86,456	436,080 2 6
1886-87	86,148	425,140 10 8	1886-87	86,202	425,244 1 10
1887-88	86,180	413,066 4 2	1887-88	86,112	413,227 4 8
1888-89	87,324	416,166 13 5	1888-89	87,369	417,019 15 10
1889-90	87,839	456,092 17 7	1889-90	87,708	454,358 12 -
1890-91	81,861	460,892 13 5	1890-91	82,095	461,083 - 7
1891-92	80,573	481,967 1 11	1891-92	80,750	483,130 7 4
1892-93	74,998	428,024 15 4	1892-93	74,876	426,887 3 2
1893-94	77,942	438,521 14 ■	1893-94	78,087	440,058 19 3
1894-95	76,105	384,473 1 ■	1894-95	75,937	381,234 14 8
1895-96	71,703	385,925 9 3	1895-96	71,773	389,044 19 2
1896-97	70,089	373,187 7 11	1896-97	70,150	371,194 14 2
1897-98	63,529	335,677 19 6	1897-98	63,531	337,027 1 6
1898-99	58,653	330,447 8 10	1898-99	58,664	329,929 13 8
1899-1900	55,271	320,030 2 11	1899-1900	55,299	321,338 13 2
1900-01	51,376	323,770 2 6	1900-01	51,399	322,810 1 9

Note.—Years ended 31st December up to and inclusive of the Year 1880; Years ended 31st of March after that date.

* Includes Five quarters

TRANSMISSION OF SEAMEN'S WAGES.

TABLE, No. 33.—RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES for the years 1878 to 1900-01.

YEARS.	Receipts.			Payments.		
	£.	s.	d.	£.	s.	d.
1878 (11 months) - - -	22,235	1	5	21,926	-	8
1879 - - - - -	27,967	4	-	27,326	19	5
1880 - - - - -	62,978	5	6	62,813	15	9
1881-82* - - - -	148,758	6	3	147,941	17	-
1882-83 - - - - -	159,104	16	5	158,779	18	8
1883-84 - - - - -	187,808	8	-	187,703	19	1
1884-85 - - - - -	169,282	11	6	168,317	16	4
1885-86 - - - - -	189,593	14	2	190,628	18	9
1886-87 - - - - -	177,071	17	2	176,431	18	3
1887-88 - - - - -	175,705	16	5	176,178	1	3
1888-89 - - - - -	176,297	16	8	176,405	5	3
1889-90 - - - - -	212,815	1	3	211,934	5	-
1890-91 - - - - -	221,774	17	5	221,187	12	5
1891-92 - - - - -	219,905	8	5	220,346	16	3
1892-93 - - - - -	189,333	5	9	189,196	5	3
1893-94 - - - - -	195,630	1	10	195,320	17	4
1894-95 - - - - -	181,068	17	10	179,962	1	8
1895-96 - - - - -	178,753	6	11	179,866	10	3
1896-97 - - - - -	164,118	2	10	163,497	15	4
1897-98 - - - - -	149,532	9	9	150,676	16	9
1898-99 - - - - -	138,584	11	2	138,188	6	10
1899-1900 - - - -	156,083	12	10	156,409	4	11
1900-01 - - - - -	186,546	16	3	186,792	12	5

Note.—Years ended 31st December up to and inclusive of 1880; Years ended 31st March after that date.

* Includes Five Quarters.

TRANSMISSION OF WAGES (FOREIGN).

YEARS.	Receipts.			Payments.		
	£.	s.	d.	£.	s.	d.
1894-95† - - - - -	8,127	13	6	7,618	13	6
1895-96 - - - - -	16,000	17	3	16,142	-	10
1896-97 - - - - -	9,357	5	11	9,552	18	6
1897-98 - - - - -	50,300	7	6	49,369	14	4
1898-99 - - - - -	64,602	13	3	64,234	-	4
1899-1900 - - - -	72,832	10	11	73,628	13	5
1900-01 - - - - -	49,578	4	6	48,811	2	1

† From 23rd August 1894 (when the business commenced) to 31st March 1895 only.

PART IV.
SUEZ CANAL TRAFFIC.

TABLE, No. 34.—STATEMENT showing the NUMBER and TONNAGE of Vessels that passed through the SUEZ CANAL for each of the years 1870 to 1901, showing also the Transit Receipts.

(Extracted from the Returns of Shipping and Tonnage of the Suez Canal as furnished by the British Directors, Cd. 1075 of 1902 and previous.)

YEARS.	Number of Vessels.	Gross Tonnage.	Net Tonnage.	Mean Net Tonnage per Vessel.	Transit Receipts.
1870 - - - -	485	654,915	436,609	898	<i>Franks.</i> 5,159,327
1871 - - - -	765	1,142,200	761,467	995	8,993,733
1872 - - - -	1,082	1,744,481	1,160,743	1,071	16,407,591
1873 - - - -	1,173	2,085,073	1,367,768	1,166	22,897,319
1874 - - - -	1,264	2,423,672	1,631,650	1,290	24,859,383
1875 - - - -	1,494	2,940,708	2,009,984	1,345	28,886,302
1876 - - - -	1,457	3,072,107	2,096,772	1,439	29,974,999
1877 - - - -	1,663	3,418,950	2,355,448	1,416	32,774,344
1878 - - - -	1,593	3,291,535	2,269,678	1,425	31,098,229
1879 - - - -	1,477	3,236,942	2,263,332	1,532	29,686,061
1880 - - - -	2,026	4,344,520	3,057,422	1,509	39,840,488
1881 - - - -	2,727	5,794,491	4,136,780	1,517	51,274,353
1882 - - - -	3,198	7,122,126	5,074,809	1,586	60,545,882
1883 - - - -	3,307	8,051,307	5,775,862	1,746	65,847,812
1884 - - - -	3,284	8,319,967	5,871,501	1,787	62,378,116
1885 - - - -	3,624	8,985,412	6,335,753	1,748	62,207,439
1886 - - - -	3,100	8,183,313	5,767,656	1,860	56,527,391
1887 - - - -	3,137	8,430,043	5,903,024	1,881	57,862,371
1888 - - - -	3,440	9,437,957	6,640,834	1,930	64,832,273
1889 - - - -	3,425	9,605,745	6,783,187	1,951	66,167,579
1890 - - - -	3,389	9,749,129	6,890,094	2,033	66,984,000
1891 - - - -	4,207	12,217,986	8,698,777	2,067	83,422,101
1892 - - - -	3,559	10,866,401	7,712,029	2,167	74,452,436
1893 - - - -	3,341	10,753,798	7,659,068	2,292	70,667,361
1894 - - - -	3,352	11,283,854	8,039,175	2,398	73,776,827
1895 - - - -	3,434	11,833,637	8,448,383	2,460	78,103,717
1896 - - - -	3,409	12,039,858	8,560,283	2,511	79,569,994
1897 - - - -	2,986	11,123,403	7,899,373	2,645	72,830,545
1898 - - - -	3,503	12,962,631	9,238,603	2,637	85,294,769
1899 - - - -	3,607	13,815,991	9,895,630	2,743	91,318,772
1900 - - - -	3,441	13,699,237	9,738,152	2,830	90,623,608
1901 - - - -	3,699	15,163,233	10,823,840	2,926	100,386,397

Note.—The above figures include not only merchant vessels and mail steamers, but also warships and transports, as well as Government chartered vessels.

SUEZ CANAL TRAFFIC (DISTINGUISHING NATIONALITIES).

TABLE, No. 35.—STATEMENT showing the NUMBER and TONNAGE of Vessels
1889 to 1901, distinguishing
(Extracted from the Yearly Returns of Shipping and Tonnage)

NATIONALITY.	1889.		1890.		1891.		1892.		1893.		1894.		
	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	
British - -	2,611	7,478,370	2,522	7,438,682	3,217	9,484,609	2,581	8,101,904	2,405	7,977,728	2,350	8,326,826	1
German - -	194	400,990	275	731,868	318	870,548	292	800,014	272	798,929	294	887,363	2
French - -	158	547,602	100	555,941	171	616,984	174	635,585	190	702,634	185	710,990	3
Dutch - -	146	369,722	144	341,828	147	369,347	177	423,543	178	443,148	191	484,570	4
Austro - Hun- garian.	54	168,708	55	177,941	51	169,399	01	191,145	71	251,468	78	278,792	5
Russian - -	23	57,265	20	59,613	21	64,554	22	74,554	21	82,767	35	119,363	6
Japanese - -	1	5,691	4	6,301	6	12,794	1	5,941	1	2,847	6	17,148	7
Italian - -	111	279,332	87	217,480	116	275,861	74	196,206	07	183,492	63	181,149	8
Other Nation- alities.	123	245,849	113	219,455	160	353,910	175	416,509	133	310,786	112	277,654	9
TOTAL - -	3,425	9,606,745	3,369	9,749,129	4,207	12,217,986	3,559	10,866,401	3,341	10,753,798	3,352	11,282,855	10

Note.—The above figures include not only merchant vessels and mail steamers.

SUEZ CANAL TRAFFIC (DISTINGUISHING NATIONALITIES).

that passed through the SUEZ CANAL for each of the years
the Principal Nationalities.
of the Suez Canal which are issued by the British Directors.)

	1895.		1896.		1897.		1898.		1899.		1900.		1901.	
	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.
1	2,318	8,382,075	2,162	8,057,706	1,905	7,389,237	2,295	8,691,093	2,310	9,046,031	1,935	7,771,346	2,075	8,651,015
2	314	977,029	322	1,190,581	325	1,194,106	356	1,353,161	307	1,492,657	462	2,047,220	511	2,452,423
3	278	1,005,051	218	819,919	202	807,995	221	891,642	226	940,125	285	1,167,967	221	1,158,077
4	192	497,903	200	520,994	206	532,272	193	526,478	206	583,011	222	704,458	230	709,548
5	72	248,985	71	233,232	78	265,231	55	300,251	101	371,364	126	467,605	138	555,065
6	39	137,288	47	206,509	44	218,514	48	243,381	55	266,444	*100	451,152	129	537,035
7	2	3,401	10	42,695	36	165,425	40	261,602	65	321,128	63	351,854	57	334,553
8	78	224,358	230	594,179	71	196,161	74	206,418	69	200,625	100	247,167	117	268,329
9	141	357,547	149	440,354	119	352,462	185	486,606	188	594,607	156	490,439	191	497,188
10	3,424	11,822,637	3,409	12,039,859	2,986	11,123,403	3,503	12,962,632	3,607	13,815,992	3,441	13,699,238	3,699	15,163,233

but also warships and transports, as well as Government chartered vessels.

* Includes 12 vessels (of which 5 were British, 3 German, 2 Austrian, 1 French and 1 Danish) chartered by the Russian Government.

REPORT
OF
TRINITY HOUSE FOG-SIGNAL COMMITTEE
ON
EXPERIMENTS

CONDUCTED AT

... ST. CATHERINE'S POINT, ISLE OF WIGHT.
...
...

1901.

Presented to both Houses of Parliament by Command of His Majesty.

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CONTENTS.

	Page.
Appointment of Fog Signal Committee	3
Report of Committee.—Preliminary remarks as to necessity for experiments ...	5 to 8
Do. Proceedings of Committee day by day	8 to 12
Do. Record of experiments and results of observations ...	13 to 28
Do. Conclusions and Recommendations... ..	28 to 36
Do. Summary of Results	36, 37
Appendices I. to VII.	39 to 81

APPOINTMENT OF COMMITTEE.

TRINITY HOUSE, LONDON,
12th February, 1901.

MINUTE OF THE BOARD.

Resolved—That a Special Committee, with whom shall be associated Lord Rayleigh, Scientific Adviser, and Mr. Thomas Matthews, M.Inst.C.E., Engineer-in-Chief to the Trinity House, be appointed to make trial of the relative merits of certain sound-producing instruments used or intended to be used on the coasts for conveying sound signals in foggy weather ; and that the Committee be as follows, viz. :—

Chairman :—Captain Geo. R. Vyvyan, Deputy Master.

Rear-Admiral H. B. Stewart, ...	Chairman of Light Committee.
Captain A. E. Bell	Chairman of Examining Committee.
Captain A. W. Clarke	Member of Light Committee.
Captain H. A. Blake	Member of Examining Committee.
Mr. Chas. A. Kent	Secretary.

With Mr. E. Price Edwards to act as Clerk to the Committee.

1. The first part of the document is a list of the names of the persons who have been appointed to the various offices of the city of New York.

2. The second part of the document is a list of the names of the persons who have been appointed to the various offices of the city of New York.

FOG SIGNAL EXPERIMENTS, 1901.

REPORT.

In accordance with the Order of the Board dated 12th February last, appointing a Special Committee to make comparative trial of certain sound-producing instruments, and such further experimental tests as may tend to the improvement of the apparatus and the determination of some doubtful points in connection with the system of sound signalling in operation on the coasts during the prevalence of fog or other meteorological conditions which interfere with the visibility of sea-marks by day and of lights by night, the Committee have the honour to report that they have carried out the trials indicated in the reference made to them, and now submit an account of their proceedings, with the results obtained, for the Board's consideration, together with some preliminary remarks on the general subject.

Appoint-
ment of
Com-
mittee.

PRELIMINARY OBSERVATIONS.

As the result of a visit by a Committee of Elder Brethren to the United States in 1872, the Trinity House set on foot some trials with sound signals in 1873. A Special Committee of the Board was appointed, and with the advice and personal assistance of Professor Tyndall, then scientific adviser to the Corporation, an elaborate series of experiments was carried out at the South Foreland, observations thereon being made from sea.

Previous
Trinity
House
experi-
ments.

From the report of Dr. Tyndall, it would appear that these experiments demonstrated (1) that the passage of sound through the atmosphere is not impeded by fog, or by falling snow, hail, or rain; (2) That the most powerful sound-producing instrument then known was the siren as used in the United States; (3) That no sound signal should be relied on for being heard at a greater distance than 2 or 3 miles; (4) That sound shadows may be formed by the intervention of points of land or the interference of reflected sounds with the direct waves, whereby a signal may be rendered much less effective or quite inaudible in the area of such sound shadow; (5) That an opposing wind seriously obstructs or diverts the passage of sound waves, while to leeward the sound travels to great distances without any serious interference; (6) That in an optically clear atmosphere the air may be rendered flocculent to sound by the existence of invisible acoustic clouds, formed by air currents differently heated or differently saturated with vapour.

Professor
Tyndall's
report,
1874.

Tyndall on
Sound, Fifth
Ed. (1), p. 357.
Do. (2), p. 362.
Do. (3), p. 363.
Do. (4), p. 298.

Do. (5), p. 342,
et seq.

Do. (6), p. 366.

Upon the knowledge and experience gained in those trials the Trinity House and the other general lighthouse authorities have gradually proceeded with the establishment of fog signals on the British coasts, the demand for which has continued to increase with the increase of shipping trade, more especially as in the keen competition of shipping business shipmasters too often run on in foggy weather in the hope of picking up a sound signal.

Applica-
tion of
knowledge
gained.

In the twenty-seven years which have elapsed since the trials above referred to, many changes have taken place in connection with the use of sound signals. Alterations have been made in the form of trumpets; high and low notes have been introduced for purposes of distinction; the instantaneous action of the fog signal has been secured by the use of reservoirs of compressed

air ; air at 25 lbs. pressure has been used for sounding sirens instead of steam at 60 lbs. as at the South Foreland trials. The cylinder form of siren has been adopted as affording a more convenient mechanical arrangement for self-rotation, and in the case of lightships, where the sound is required to be audible all round, a form of trumpet known as the mushroom head has been successfully used in the Trinity House service.

**Necessity
for new
trials.**

But very many points in connection with these developments have from time to time arisen requiring more definite experimental tests than could be effected in the workshop or in the ordinary working of the service. Moreover, with a view to uniformity of practice in regard to the fog signals on our coasts it is desirable that the Lighthouse Boards and their engineers should have the means of putting to practical test any matters of detail which may be open to question. Indeed as far back as 1898 it had been determined, as the result of a visit to Scotland by the Committee of the Elder Brethren to make comparative trials of the 7-inch cylinder siren motor-driven in use at some Scottish stations, and the 5-inch cylinder siren in use at some Trinity House stations ; also to ascertain the most effective working pressure, &c., of air for sounding a siren, as some difference existed in this respect between the practice adopted for Scottish, and that employed for Trinity House sirens. It had been intended that the trials should have taken place last year, but on consideration, it was decided to wait until the present year, when the siren and trumpet designed for the Commissioners of Northern lighthouses, and intended for Girdleness Lighthouse, would be ready for installation, and the improved siren and trumpet intended for the Caskets rock lighthouse would also be available for trial.

**Co-operation
of
Lighthouse
Authori-
ties.**

The co-operation of the Commissioners of Northern Lighthouses and of the Commissioners of Irish Lights was invited and readily accorded, and their respective engineers were placed in communication with the engineer-in-chief to the Trinity House. The Commissioners of Northern Lighthouses further sent a list of queries which they thought might be usefully made the subject of experiment, and the Committee have given careful consideration to the various points raised in that paper.

*See Appendix
VI., p. 61.*

**Locality
for carry-
ing out
trials.**

The Committee selected the lighthouse establishment at St. Catherine's Point in the Isle of Wight for the place of experiment, a good type of siren fog signal being in operation at that station ; being also an electric light establishment, steam power was available for compressing air for any competitive instruments which might be sent for trial. The position also afforded ample scope for making observations at sea, the fog signal being arranged to cover an arc of 220° seaward. The chart in the frontispiece shows the sea area of observations, the circles representing miles from the station at St. Catherine's—the compass bearings given being from seaward.

**Chart in
frontis-
piece.**

**Instru-
ments to
be tried—**

Sirens.

**Reed-
horns.**

It had been originally intended to limit the trials chiefly to sirens and their details, it being the general opinion of those who had had lengthened experience of their performances that reed-horns as most recently developed could not compete with the powerful sirens in ordinary service use on the coasts. In consequence of the attitude taken by some members of the Advisory Committee of Shipowners on Lighthouse Expenditure, a trial of certain specially named reed-horns in comparison with sirens was added to the experiments previously contemplated. The members of the Advisory Committee had been much impressed by reports made to them in regard to the performances of reed-horns, notably of two such horns installed at the entrance to the port of Belfast, intended to guard the small arc subtended by the angle enclosed by the width of the entrance ; and they appear to have been convinced from their sources of information that the reed-horn was superior in efficiency to the siren. In this belief they were indisposed (on the score of economy) to agree to the latter instrument being adopted for the projected new fog signal at Whitby and the renewal of that at the Outer Fern. On the other hand, the Elder Brethren, having had ample opportunities of ascertaining from direct experience that

the siren was by far the more powerful instrument, were not disposed to adopt an inferior type of signal for important stations where large areas had to be guarded, and effective warnings conveyed to mariners; although they quite recognised the value of a reed-horn for positions where the navigable channel was contracted and the sea area to be guarded was small, such positions, for instance, as the entrance of Belfast Lough, the entrance to the port of Harwich, &c. On this question being discussed at a meeting of the Advisory Committee the Board of Trade accepted the proposal of the Deputy Master that the comparative merits of the reed-horns indicated by the Advisory Committee and the service sirens should be thoroughly tested, when the contemplated experiments took place; that the members of the Advisory Committee should be invited to attend; and that pending the results of the trials, the question of the sound-producers to be placed at Whitby and the Outer Fern should be deferred. In order that the comparison should be effectively made, it was arranged that the makers of the Belfast reed-horns should have full opportunity of submitting for trial the best instrument they could produce, similar to those at Belfast, and this arrangement involved the purchase of the instrument by the Trinity House. The makers were furthermore permitted to make alterations to their instrument during the progress of the experiments with a view to its improvement, a permission of which they availed themselves.

For description and drawings, see Appendices II. and III, pp. 64 and 65.

The Barker (Belfast) reed-horn was not the only instrument of the kind submitted for trial; two others—one, that of Mr. Taylor, of Liverpool (forwarded at the instigation of the Advisory Committee, and which it is believed had never been subjected to a practical test), the other, the Stentor horn, of Dutch origin—were compared with the sirens and reed-horns in use in the Trinity House service, and with one another.

The next question which came before the Committee for discussion was "What are the practical limits within which the investigation shall be confined?" Here the Committee were confronted with the consideration of problems connected with projects for conveying electrical signals by ætheric or sub-marine media. In this connection sundry schemes for conveying signals by electrical methods without introducing the element of sound were submitted, but it appeared to the Committee that experimental trials of this nature would be beyond the scope of their inquiry or the means at their disposal, and it was decided not to attempt them for the present; although, if other difficulties could be overcome, these methods would offer the great advantage of independence of atmospheric conditions.

Electrical Signals—Ætheric or Sub-marine.

It will be observed in the record of experiments that explosives have not been included in the trials with sound signals. This type of sound-producer was not omitted because of its inferiority, but because the Committee were so fully aware of its value as compared with the siren, and in no case had its efficiency been called in question, that they did not think it necessary to include it in their comparative experiments, especially as to have done so would have considerably lengthened the proceedings beyond the limits of time at the Committee's disposal. It is hoped that some experiments may be undertaken in the near future at Shoeburyness or elsewhere, with a view of determining whether any other explosive compound is safer to store, cheaper, or produces a louder noise than the tonite or cotton-powder now in use in the service.

Explosives.

Although many large steam whistles are in operation on the American coasts, there are none in use in the British lighthouse service, they having been regarded as wasteful and inefficient instruments, requiring a high pressure of steam, and radiating the sound equally in all directions, vertically as well as horizontally. It was therefore considered inadvisable to include this class of instruments in the experiments, although a small whistle of the Cran type was used in connection with the varied notes which it may be made to produce.

Whistles.

The question of the height above the sea for fog signals was dealt with in 1873 at the South Foreland, where a difference of 195 feet in altitude between two similar sound instruments showed little or no appreciable advantage of one

Altitude of Fog Signals.

over the other, and in the Trinity House service it has not been regarded as a very material point whether the fog signal is placed at a high or a low elevation. Having regard to the unsuitability of St. Catherine's for making further trials in regard to this question, and to the fact that a lightship's fog signal is not affected thereby, being always at about the same level above the sea, it was not thought necessary to devote any time to this point.

Cognate questions.

Other questions, such as the relative value of notes of high or low pitch as regards penetrating power; the arc which any one trumpet may be expected to cover with effective sound; the effect of intervening points of land; the effect of employing different pressures of air for sounding a siren; the effect of different kinds of weather upon the travelling of sounds of different pitch; and the relative merits of different forms of trumpets or sound projectors, were also considered, and the results of observations on these points are shown in the conclusions given at the end of this report.

Meetings of Committee.

After numerous meetings of the Committee at the Trinity House, at which Lord Rayleigh and the Engineer-in-Chief were generally present, and one preliminary visit to St. Catherine's to fix positions for the instruments and settle sundry details in connection with the experiments, it was ultimately arranged that the trials should commence on the 8th May, the Engineer having reported that all would be ready by that date.

Arrangements for observations.

The trials accordingly commenced on the 8th May and lasted, with one or two short intervals, until the 13th June. Some members of the Committee and other Elder Brethren were always on board the "Irene" during the experiments, and made their observations on cards specially provided for the purpose, a detailed summary of which is given in Appendix I. Captain Tizard, R.N., deputed by the Admiralty, and Commander Frederick, R.N., deputed by the Board of Trade, were present during a part of the trials and witnessed the more important comparisons, while Mr. D. A. Stevenson, Engineer to the Commissioners of Northern Lighthouses, and Mr. Scott, Engineer to the Commissioners of Irish Lights, also attended at St. Catherine's, and were occasionally present with the observing party on board the "Irene."

GENERAL PROCEEDINGS.

The following summarized account of the Committee's proceedings, day by day, is submitted for the information of the Board:—

On the evening of the 7th May, the Committee joined the "Irene" at Portsmouth, Lord Rayleigh arrived the following evening, Mr. Matthews, the Engineer-in-Chief, being at St. Catherine's.

The first four days, *i.e.*, the 8th, 9th, 10th and 11th May, were devoted chiefly to tests of the St. Catherine's signal only, the Committee being desirous of testing its efficiency in various parts of the arc. The particulars of this examination are given in the report of results. On the morning of the 9th the Committee drove out to St. Catherine's station and made a general inspection of the instruments set up for trial and of the details of their working parts, Mr. Shaw, mechanical assistant to the Engineer-in-Chief being in charge of the experiments. The Committee also arranged a programme of trials with the St. Catherine's siren for the afternoon of that day, and also for the 10th and 11th May. The mechanic in charge of the Scottish siren and the representatives of the reed-horns were interviewed by the Committee, and all expressed themselves as perfectly satisfied with the arrangements made for the trials. Instructions were given to Mr. Charlton, the engineer in charge of the station, that if fog came on during the trials they were at once to be suspended, and the service signal forthwith put into operation. Arrangements were also made for making certain signals by means of flags if found to be necessary by the observers afloat, and the Committee went off to the "Irene" from the cove

about half-a-mile to the eastward of St. Catherine's station, a convenient landing place in fine weather, which proved of great service many times during the experiments. In the afternoon the Committee carefully examined the sea area inside the axial line of the western St. Catherine's trumpet, over which there was some reason to think the sound required strengthening.

On Monday, the 13th, a 5-inch disc siren in the trumpet made on the pattern of that used for French fog signals, as against one of the 5-inch cylinder sirens in a St. Catherine's trumpet, were compared, but the experiment not being made under equal conditions, and the results being somewhat uncertain, it was decided to make further trial of the French pattern trumpet on another occasion. The second series of trials was St. Catherine's service signal against the 7-inch disc siren in a large vertical trumpet with bent head. The results of this comparison were remarkable, for the St. Catherine's signal was lost at 10 miles, while the 7-inch disc siren was carried as a good serviceable sound to over 20 miles.

On Tuesday, the 14th, "Irene" coaling at Southampton. The Committee, with Lord Rayleigh, went to St. Catherine's by land, and examined in detail the various instruments set up, returning to Southampton in the evening.

On Wednesday, 15th, the comparison of St. Catherine's service signal with the 7-inch disc siren and vertical trumpet was repeated, but the performance of the latter was not so good as on the 13th, the note being uncertain and irregular. It transpired subsequently that it had not been working so satisfactorily as before, there having been some difficulty in keeping the speed of rotation of the disc siren uniform. Several members of the Committee visited the station in the course of the day, and arrangements were made for a series of experiments on the pitch of the notes of St. Catherine's siren.

On the 16th, a comparison of the St. Catherine's two 5-inch sirens and trumpets, with the Scottish 7-inch cylinder siren and large horizontal trumpet, was made with results on the whole favourable to the St. Catherine's system of distributing sound over a large arc. Mr. D. A. Stevenson, Engineer to the Commissioners of Northern Lighthouses, who was at St. Catherine's, came off with Mr. Matthews. Captain Tizard, R.N., came on board in the evening.

On the 17th, the first comparison of the reed-horns with the St. Catherine's signal was made, the latter proved greatly superior. Mr. Stevenson and Mr. Matthews came on board from the Cove, also Mr. Reinhold, of Pintsch's Lighting Company, representing the Stentor horn. The representative of Barker's horn was also invited to come on board, but he declined to do so, as he wished to see to the working of his instrument. Some comparative trials were also made with the Trinity service reed-horn and the Stentor and Barker horns. On the same day a comparison between the Scottish siren and the 7-inch disc siren was made, and during this experiment a remarkable instance of what Professor Tyndall has called a soundless zone was experienced. Going out on the medial line (*i.e.*, the line midway between the axial lines of the two St. Catherine's trumpets) at between 2 and 3 miles the sounds weakened and were nearly lost, but were recovered after 3 miles and were carried loud and distinct to 8.4 miles. On returning, the phenomenon was again experienced, only in a more marked degree, all sounds being absolutely lost at 2 miles, though previously at the greater distance they were loud and distinct, and they were recovered at 1 mile.

On the next day (Saturday, 18th May) the comparison of the Scottish siren with the 7-inch disc was repeated, the latter having been working unsatisfactorily the previous day. Again the soundless zone or silent area was experienced on going out on the medial line, all sounds being quite lost between $1\frac{1}{2}$ and $2\frac{1}{2}$ miles, recovered after 3 miles, and carried as strong and powerful sounds to 12 miles. Returning on same line, at about 3 miles, sounds became very faint, and several times were lost; all recovered at about 1 mile.

On Monday, the 20th May, when in position for observations, St. Catherine's signalled that the H.P. valve was out of order. Committee landed, and found the leathers of the valve had burned and nothing could be done until the defect was made good. In the afternoon, the valve having been repaired, further comparisons were made between the Scottish siren and the 7-inch disc siren with vertical trumpet and bent head, the Stentor reed-horn with a lowered note being interposed. The observations appeared to be generally in favour of the 7-inch disc siren, the Stentor reed-horn was only heard occasionally, and then was very faint.

On Tuesday, 21st May, in the morning, the Scottish siren was tested in comparison with the 7-inch disc siren in vertical trumpet with mushroom head, with results generally favourable to the latter. On medial line at 5 miles, sounds were heard (wind across); steamed up to windward, sounds lost; steamed in to 4, 3, and 2 miles, no sounds heard; at $1\frac{1}{4}$ mile, both sounds heard; round to leeward arc, disc better than Scottish cylinder siren. In the afternoon some further trials of Scottish signal v. St. Catherine's signal as respects covering the arc were made. No silent area experienced this day.

22nd and 23rd May. "Irene" at Southampton, coaling.

On Friday, 24th May, the first trial of Lord Rayleigh's trumpet was made with a 5-inch cylinder siren sounding a low note, against St. Catherine's signal. The sound from the Rayleigh trumpet was astonishingly loud in every direction compared with that from St. Catherine's trumpets, but it was afterwards ascertained that the St. Catherine's sirens had been blanked off to equalise the power expended. The Committee subsequently arranged to repeat the trial, with St. Catherine's sirens working under service conditions. In the afternoon, St. Catherine's signal against the 7-inch disc with mushroom head was tried with results favourable to St. Catherine's, but on the Committee subsequently visiting the station, it appeared that the number of vibrations of the 7-inch disc had been reduced to 93 instead of 98 as before. The Committee were informed that the operator in charge of Barker's reed-horn had gone from St. Catherine's leaving no word where he was to be found, although Mr. Millett was supposed to be representing the firm. A meeting of the Committee was hereupon held, and it was agreed in consideration of the poor effects so far obtained from the Barker horn, and the fact that the operating mechanic who had fitted it for the patentee had left St. Catherine's with apparently no intention of returning, that a letter be written to the Advisory Committee of Shipowners drawing attention to these facts. (For correspondence on this subject see Appendix VII.)

On Saturday, the 25th May, the trials of Friday with the Rayleigh trumpet with screen v. St. Catherine's signal were repeated, the latter worked under service conditions. The results, though still favourable to the Rayleigh trumpet, were not so greatly superior as in the previous trial. Some brief trials were also made with the new and the old manual reed-horns, the new one being clearly a great improvement on the old pattern. Mr. Scott, the Engineer to the Irish Lights Commissioners, and Mr. Matthews, were taken on board at the Cove.

On Monday, 27th May, Captain Frederick, representing the Board of Trade, joined the Observing Committee. Further trials of the Rayleigh trumpet (without screen) v. St. Catherine's (low note only) and the 7-inch disc in the mushroom trumpet v. St. Catherine's were carried out in the morning. The results are shown in the record of trials, and are partially favourable to the Rayleigh trumpet in the first comparison, and wholly favourable to the 7-inch disc in the mushroom trumpet in the second comparison. In the afternoon some of the Committee with Lord Rayleigh went ashore, while the other

members of the Committee made some observations on notes of different pitch, but the differences of pitch were not sufficiently definite to be effectively compared.

On Tuesday, the 28th May, the morning was devoted to a trial of the Rayleigh small trumpet with its major axis horizontal, and the result showed that there was no advantage in placing the elliptical mouth in a horizontal position. A comparison was made of the Trinity service reed-horn with a higher pressure, and the new manual horn. In the afternoon some members of the Committee visited St. Catherine's, while others made observations on the performance of the large Rayleigh trumpet with major axis perpendicular. On shore the echoes from seaward were very remarkable, some lasting as long as 20 and even 30 seconds, the effect being as though a number of new sounds were created which rapidly spread themselves over the horizon, retreating into the far distance, the sea being at the time quite smooth, the air visually quite clear, the sun bright.

On 29th May, with the same observers as on the previous day, the St. Catherine's and the Scottish service signals were compared on the 2-mile arc. The Barker reed-horn was interposed, giving a very feeble sound in part of the arc and being inaudible at the western end. In the afternoon the Scottish siren and the 7-inch disc with trumpet and bent head, with Stentor reed-horn interposed, were compared, the results of which are shown in the record.

On 30th May the weather was rather different from what had been previously experienced; wind S. by E., stronger. The 7-inch disc with trumpet with bent head v. the St. Catherine's sirens, and afterwards against the Scottish siren, with Barker and Taylor reed-horns interposed for the first comparisons, and Stentor and Cran whistle for the second, were under trial on the 2 miles arc. No sounds heard with station bearing from N. $\frac{1}{2}$ W. to E. On the 1-mile arc the sirens were plainly heard all round; reed-horns very thin and poor, mostly unheard.

On 31st May, weather unsettled; sea rough. St. Catherine's service signal against 7-inch disc with mushroom-head trumpet; observations round 2 miles arc, then on 1 mile arc, then in eastern axial line for $5\frac{1}{2}$ miles. In the afternoon further trials made with large Rayleigh trumpet and 5-inch cylinder siren v. St. Catherine's.

Saturday, 1st June. Again tested Rayleigh large trumpet with 7-inch disc siren against Scottish siren in various points of arc. At 2 miles to windward sounds very uncertain. The effect of wind was marked, but the high note of Scottish siren seemed to be more effective against the wind. On this date all the Committee left for London.

On Friday, 7th June, trials were resumed. The day's trials were devoted to comparisons with the 7-inch disc siren in the Scottish trumpet and the Scottish 7-inch cylinder siren in the trumpet with bent head. In neither case did the change seem to be of advantage. The Barker, Taylor, and Trinity service reed-horns were again tried against St. Catherine's and against each other, with results similar to those obtained on previous trials.

Saturday, 8th June, was devoted to comparing the large and small Rayleigh trumpets without screens.

On Monday, 10th June, trials were made with large Rayleigh trumpet sounded with 7-inch disc siren, and the Scottish service signal. Observations round the arc favoured the Scottish signal, and powerful echoes from windward were heard on board the "Irene." An experiment was also made of the effect of two sounds together as compared with a single sound, i.e., a blast from one trumpet of St. Catherine's every minute, and a blast from Caskets trumpet every two minutes, thus every alternate blast the two trumpets sounded simultaneously, but the advantage, if any, of the double sound was too slight to be of any

value. The interference of the sounds produced beats which at times were very distinctive. The Committee landed in the afternoon and made some observations on shore on the sounds issuing from one of the St. Catherine's trumpets, and from the trumpet on the French pattern, the results being favourable to the latter. Finally, the four reed-horns were again compared with each other, and the improved Trinity service horn came out better than all; Barker better than Stentor; and Taylor very poor.

On Tuesday, the 11th June, strong wind, sea rough and noisy. The Rayleigh large trumpet 7-inch disc siren tried against Scottish siren, each with wooden screen. High note of Scottish siren most effective. The screen from the Rayleigh trumpet was afterwards removed, and the comparison repeated, when the Rayleigh trumpet seemed to have lost in effectiveness. This, however, may have been due to the stronger wind and more disturbed sea. The effect of a slight difference in the relative speeding of the two St. Catherine's sirens were tried; the beats were very pronounced, and afforded a definite distinctiveness which might perhaps be usefully developed. The arrangement was obviously not perfect.

On Wednesday, 12th June, the wind still strong from the West, sea rough and noisy. The St. Catherine's low note was better on the 1 mile arc than the 7-inch disc with mushroom head. A further trial of the trumpet of French pattern against one of the St. Catherine's trumpets, each being sounded with a 5-inch cylinder siren, resulted in the French pattern trumpet proving superior.

Another trial of all the reed-horns resulted in the Stentor proving superior to all the others, followed by the Trinity service horn and Barker, Taylor being last. Scottish service siren interposed overpowered all.

A trial of St. Catherine's low note from one trumpet *v.* Rayleigh large trumpet with 5-inch cylinder siren; the latter good all round the 1 mile arc, and in axis enormously powerful; superior to St. Catherine's all the time.

On Thursday, the 13th June, a final trial of all the reed-horns was made to $2\frac{1}{4}$ miles on medial line, and two miles in the Eastern and Western parts of the arc. On the medial line the Stentor maintained its leading position, and to leeward the Trinity service horn is recorded as the best.

This concluded the experiments which it had been agreed to make, and it having been notified that no member of the Advisory Committee was likely to come down, the Committee left for London, the "Irene" being ordered to return to Blackwall as soon as possible.

RECORD OF EXPERIMENTS AND RESULTS OF OBSERVATIONS.

The following record is intended to show the different comparisons actually made, and the results of the observations on them. The complete details as regards weather, movements of "Irene," percentage of values, &c., may be seen in the tabular statement in Appendix I.:

The percentages given in the text are obtained from averages of the arbitrary figures assigned by the observers as the value of the sounds heard by them in relation to the figure 10, used as a standard of comparison, and do not represent absolute measurements. No less than 4,600 observations have been dealt with.

Percentages
of relative
values.

It will be observed that in comparative trials on different days the records in regard to the same instrument at times vary considerably. Such apparent discrepancies are due entirely to variations in atmospheric conditions.

Different
results on
different
days.

It may here be stated that the height of the axes of St. Catherine's trumpets is 97 feet above H.W.S.T., and that of the lowest experimental instrument 70 feet above the same level. In the space of 27 feet between the two heights above named all the experimental instruments were arranged in such a manner as not to interfere with one another. The general arrangements are shown in Appendix IV., the drawings being copies of photographs taken on the spot.

Altitude of
instruments.

ST. CATHERINE'S SIGNAL—PRELIMINARY OBSERVATIONS.

It being intended to make use as much as possible of the St. Catherine's service signal as a standard of comparison during the experiments, the Committee devoted the first two or three days to trials of this signal in order to assure themselves that it was in good working order and in all respects suitable to act as the representative siren of the Trinity House service.

The full details of the apparatus are given in the Engineer's statement, but for general purposes it may be explained that the signal consists of an arrangement of two 5-inch cylinder sirens, each having its own vertical trumpet with mouth bent over, the two trumpets being so fixed that their axes enclose an angle of 120° between them. The object of this arrangement is to distribute the sound over an area of about 220° of arc round St. Catherine's Point. The sirens are operated by air issuing at 25 lbs. pressure from reservoirs into which air had been compressed by steam power.

Appendices
II. and III.

Distribution of sound over the arc intended to be guarded.—The Committee made a careful examination of the arc from the eastern to the western limits, with the result that on the western verge of the 220° arc they found the sound to be less effective than in other parts of the arc, caused apparently by the interference of the land to the westward of the lighthouse. This matter the Committee are of opinion requires the further consideration of the Board with a view to the strengthening of the sound over the area indicated.

Pressure.—Some trials were made on the 10th May as to whether the working pressure of 25 lbs. on the square inch was the most effective for sounding the sirens. A comparison was made of 25 as against 35 lbs., and the results of 150 observations, made at distances between 1 and 5 miles along a line midway between the axial lines of the trumpets (the medial line), gave 10 per cent. in favour of the higher pressure, but in the opinion of some of the observers the

actual difference was insignificant. A further comparison of 25 as against 60 lbs. was observed on the medial line from 1 to 6 miles (72 observations), and showed that under the then prevailing conditions there was no practical difference between the effects of the two pressures.

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	cubic feet.	
St. Catherine's—High note...	25	32	134
„ Low note ...	25	16	67
„ High note...	35	38	159
„ Low note ...	35	19	79
Experimental — High note...	60	14	103

Pitch of Notes.—On the 8th and 9th May some observations were made on the relative merits of the high and low notes used in St. Catherine's signal. Along the medial line from 1 to 5 miles, 208 observations on 8th, and 131 observations on the 9th May, gave the low note an advantage of 24 per cent. and 33 per cent. respectively over the high note, although the latter, on account of the larger area of its ports, uses twice as much air. On traversing an arc of 2 miles distance round the point on the 8th, 85 observations gave the low note a superiority of 17 per cent., and 87 observations taken at various points and distances gave the low note an advantage of 21 per cent. Thus all round the arc and at the distance the low note was much superior, but it must be borne in mind that on both days the wind was light from the Eastward, that the sea was smooth, and that the atmosphere appeared to be favourable for the passage of low pitched sounds.

See Appen-
dix V.

On the 15th May some further trials were made in regard to the notes sounded by the St. Catherine's signal at a distance of $3\frac{1}{2}$ miles on the medial line, with a light wind from the East, sea smooth. On this occasion the high and low notes were both lowered several times, and ultimately the notes produced by 295 and 182 vibrations respectively, and corresponding to the musical notes of the lower D in the treble clef and the upper F sharp in the bass clef, were considered to be the most effective, and were used in all subsequent comparisons in which St. Catherine's signal was sounded, and have been retained as the permanent pitch of the notes to be sounded at this station.

The following result of these trials as specially affecting St. Catherine's may be stated :—

1. That the existing arrangement of two trumpets distributes the sound fairly over the arc required.
2. That the pressure of 25 lbs. of air for operating the sirens appears to be satisfactory.
3. That the pitch of both notes could with advantage be lowered.
This change was then and there effected and now remains.

In the comparisons and observations now to be recorded, it will be convenient to adopt the following classification :—

- A.—SIRENS *v.* SIRENS.
 B.—SIRENS *v.* REED-HORNS.
 C.—REEDHORNS *v.* REEDHORNS.
 D.—SIREN TRUMPETS.
 E.—REED TRUMPETS.

The instruments submitted to comparative trial against each other are described in detail, with diagrams, in Appendices II., III. and IV.

A.—SIRENS *v.* SIRENS.

A 1.—*St. Catherine's, with two 5-inch cylinder sirens and two trumpets, v. The Scottish instrument intended to guard an arc of 190° at Girdleness, consisting of one 7-inch cylindrical siren, motor-driven, in a horizontal trumpet slightly depressed, sounded so as to strike the sea level at a distance of 4 miles, and capable of further depression.*

—		Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
		lbs.	cubic feet.	
St. Catherine's (two trumpets)	High note	25	32	134
	Low note	25	16	67
Scottish (one trumpet)	High note	30	130	616
	Low note	30	26	124

In this comparison the chief point for decision was the relative efficiency with which each system distributes sound over the arc required to be guarded, the Scottish trumpet being pointed in accordance with the Scottish service conditions,* while the two trumpets of St. Catherine's were fixed in their usual service positions, pointing respectively S.E. by E. $\frac{1}{2}$ E. and W. by S.

In the first trial observations were made on the medial line up to a distance of $7\frac{1}{2}$ miles, the wind on this line being rather favourable than otherwise to the passage of the sound, and 82 observations gave a mean of 203% in favour of the Scottish siren, which was pointed E. by N., but it is also recorded that the St. Catherine's sounds were throughout effective and useful though less powerful than those of the Scottish siren. This position was the least favourable for the St. Catherine's trumpets. In the axial line of the western trumpet from 3 to 6 miles, 47 observations gave 34% in favour of St. Catherine's, thus the Scottish advantage was not maintained. On another day with somewhat similar weather (29th May) the whole arc at 2 miles distance was traversed by the "Irene," with the result that the St. Catherine's was recorded as superior to Scottish in the inshore parts of the arc, but the Scottish was more powerful in the central part of the arc, as might be expected, seeing that the Scottish trumpet was pointed in that direction, but the St. Catherine's sound was all the time plainly heard.

The results recorded show that in the eastern part of the arc, St. Catherine's was 18% superior to Scottish; in central part of arc, Scottish was $9\frac{1}{2}$ % superior

NOTE.—The practice in the Scottish service is to point the trumpet seaward as nearly to windward as is consistent with its not being pointed nearer than 30° from the shore line.

to St. Catherine's ; and in western part of arc, St. Catherine's was 6% superior to Scottish.

The general result seems to show that the two 5-inch sirens with trumpets whose axial lines enclosed an angle of 120° , were better for guarding the entire arc of 220° than one large trumpet (pointed in accordance with the Scottish service conditions) with one 7-inch siren, especially as the former could be worked more economically than the latter, as may be seen from the tabular statement above.

A 2.—5-inch Cylinder Siren v. 5-inch Disc Siren.

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	cubic feet.	
5-inch cylinder ...	25	16	67
5-inch disc ...	25	16	67

Mr. Matthews, the Corporation's engineer-in-chief, having been for some time experimenting on an improved form of disc siren driven by a separate motor, it was arranged that one of the ordinary 5-inch cylinder sirens should be sounded in one of the St. Catherine's trumpets, and in the other, one of the disc sirens of similar diameter should be fitted for sounding in comparison.

On the 11th May the trial was made. Wind calm, sea smooth, weather fine. The Committee went along the medial line to a distance of 5 miles, and as a result of 87 observations recorded the performance of the disc siren as 19% better than that of the cylinder, the blast being full and well sustained. Proceeding out to 10 miles, as the distance increased the two sirens came nearer to an equality, the recorded difference in favour of the disc for the final observations being only 4%.

On the whole the trial was favourable to the disc siren, and the Committee arranged that the disc principle should be more completely tested during the experiments.

A 3.—St. Catherine's Sirens v. 7-inch Disc Siren.

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	cubic feet.	
St. Catherine's { High note	25	32	124
	25	16	67
7-inch disc—Low note ...	25	36	153

The Engineer-in-chief submitted for trial a disc siren, driven by separate motor, of 7 inches diameter, from which he anticipated some good effects, and which, if the trials proved satisfactory, he considered might be used for the improved Caskets fog signal.

Following, therefore, on the trial of the 5-inch disc siren v. the 5-inch cylinder siren, a comparison was made between the two sirens of St. Catherine's and the one 7-inch disc siren in the Caskets vertical trumpet with a bent head.

The first comparison was made on the 13th May, the St. Catherine's siren sounding its low note only. Observations were made on the medial line up to a distance of 9 miles, and the observers were much impressed with the great power of the low note given by the 7-inch disc siren, 109 recorded observations showing an average of 194% in its favour as compared with St. Catherine's. In order to obtain the maximum effect from the St. Catherine's trumpets they were turned in as much as was possible so that the angle enclosed was only 37° instead of 120°. The "Irene" continued running out on the medial line, and at 10 miles St. Catherine's sound was lost, but the 7-inch disc siren was heard plainly up to the distance of 20½ miles. Wind E.S.E. 3. The low note of the disc siren was produced by 98 vibrations per second, while the St. Catherine's low note was produced by 182 vibrations.

On the 15th May this test was repeated with similar weather, and up to a distance of 8 miles on the medial line, which is in the axis of the trumpet of the 7-inch disc, the disc siren is recorded in 31 observations as 230% better than St. Catherine's.

On 30th May the comparison was again made, the wind S. 3, sea noisy, occasional rain. The tests on this occasion were round an arc of 2 miles from E.S.E. to N.W. by W. In the first part of the arc the St. Catherine's low note in 15 observations was 4% better than the disc and the high note about equal to it. In the section of the arc (S.S.E. to W.) more directly to windward of the station the sounds were all lost, but in the section from W. to N.W. by W. the sounds were again heard and 16 observations made the disc siren 10% better than the St. Catherine's low and 14% better than St. Catherine's high note.

A repetition of this comparison on the same day showed that in the section of 2 miles arc from E. by S. to S.E. by E., the disc siren was 16% better than the St. Catherine's high and low notes; that all sounds were lost in the windward section at 2 miles, and that on a 1 mile arc from S.E. by E. to N.W. by W., the disc siren in 24 observations was 6% superior to the high, and 13% to the low note of St. Catherine's.

On the whole it appears from these experiments that the 7-inch disc siren with 98 vibrations per second—a very low note corresponding to the lower G in the bass clef, arrived at in the course of experimental trials—was superior to the St. Catherine's signal in respect of distance of carrying the sound; and round the 2 miles arc proved more effective than St. Catherine's signal. Appendix V.

A 4.—St. Catherine's Sirens v. 7-inch Disc Siren in the Caskets trumpet, mushroom top.

—		Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
		lbs.	Cubic feet.	
St. Catherine's	High note...	25	32	134
	Low note ...	25	16	67
7-inch disc—Low note ...		25	36	153

On 24th May, with the wind E. by S., force 6, sea rough and noisy, 11 observations made at distances of 1 to 2 miles on the axial line of the eastern trumpet of St. Catherine's gave the St. Catherine's signal a superiority of 22% over the disc siren with mushroom head. This is what might have been

expected. Round a 2 miles arc from the E. axial line to the westward of the W. axial line, 64 observations gave St. Catherine's a superiority of 3%. It appeared to be probable that the wind operated more strongly against the diffused sound issuing from the mushroom head than against the more condensed beam from the St. Catherine's trumpets, but it was also stated that the disc siren was not doing its best, and that some difficulty was experienced in getting its proper note.

On 27th May, with light westerly airs, smooth sea, very fine and clear atmosphere, 75 observations made along a portion of the 2 miles arc from E. by S. to W. by S. gave 13% in favour of the 7-inch disc with mushroom head, while in the other part of the arc (windward) 34 observations gave an advantage of 5% to St. Catherine's low note.

On 31st May, wind S.W. by S., 4 to 5, sea choppy, 25 observations in leeward portion of 2 miles arc gave the disc with mushroom 3% superiority over St. Catherine's low note. In the direct windward part of arc all sounds were lost at the 2 miles, but on coming in to the 1 mile distance and continuing the arc round to the bearing of W. by N., 12 observations showed a practical equality of the sounds. The high note of St. Catherine's was very effective, due, it is supposed, to the change in the weather and the proximity of the signal.

On 12th June, wind W., 5 to 7, squally, sea rough and noisy, on the 1 mile arc between E.S.E. and S. (leeward), 26 observations gave 3%, and in the windward arc 41 observations gave 25%, in favour of St. Catherine's.

The result of these several trials seems to indicate that in fair, calm weather the deep note of the disc siren through the mushroom is decidedly more effective than the sound from the two St. Catherine's trumpets, but that the least opposing wind or the interference of other noises operate more injuriously upon the low note of the disc siren issuing through the mushroom head than upon the more condensed sound from St. Catherine's trumpets. But the fact that all through the trials the 7-inch disc with mushroom was plainly heard at the same time as St. Catherine's, only as less powerful when the observation was taken in or near the axial line of the E. or W. trumpet, seems to shew that the 7 inch disc siren with mushroom head is not much inferior to the St. Catherine's cylinder sirens with two trumpets.

A 5.—*Scottish Siren 7-inch cylinder (low note only) v. 7-inch Disc Siren Caskets trumpet, with bent head.*

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Scottish—Low note ...	30	26	124
7-inch disc—Low note	25	36	153

In this comparison on the 17th May the wind was E.S.E., force 3, and the sea smooth. On the medial line between 2 and 8 miles, 35 observations gave the Scottish siren an advantage of 24%.

On the next day (19th May), wind E. by N., smooth and fine weather, on the medial line from 1 to 12 miles, 82 observations made the disc siren 33% better than the Scottish siren.

On the 20th May, wind E. 1, sea smooth, 103 observations on the medial line, between 1 and 14 miles distance, gave an advantage of 25% to the disc.

On the 29th May, wind calm, sea smooth, 30 observations on medial line (2 to 5½ miles distance), gave 6% superiority to the disc siren; continuing the same course to 8½ miles, 27 observations gave 18% in favour of the disc siren.

In these trials the 7-inch disc siren associated with the vertical trumpet with bent head has proved itself superior to the Scottish siren on three occasions in similar weather, by 33, 25, and 18%. On the 17th May the wind was rather more powerful in opposition to the direction from which the sounds proceeded, but although, on that occasion, the disc siren is recorded as 24% less powerful than the Scottish instrument, its sound as a useful signal was carried as far as was that of the Scottish siren.

A 6.—*Scottish Siren (low note only) v. 7-inch Disc, Caskets trumpet, mushroom top.*

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Scottish—Low note ...	30	26	124
7-inch disc	25	36	153

Having compared the Scottish siren with the 7-inch disc in the Caskets trumpet with bent head, it was thought desirable to again compare the former pointed in accordance with the Scottish service conditions, with the 7-inch disc siren sounded through the Caskets trumpet with a mushroom head.

On 21st May, wind E. 3 to 4, sea ruffled and with some swell causing "Irene" to roll. On the medial line, from 1 to 5 miles, 40 observations gave the disc siren a superiority of 12%. Steaming at 5 miles' distance, more into windward part of arc, all sounds were lost when lighthouse bore N.N.W. Ran in towards lighthouse to 4, 3, 2, and 1½ miles, lighthouse bearing N.W. ¾ W., but nothing was heard. Steaming back on the same radial line, nothing definite was heard until the lighthouse again bore N.N.W., when two sounds, fair, and of equal value were heard. Both sounds were lost in the windward part of arc at all distances over 1½ mile. Steaming across to western part of arc, 25 observations gave the disc with mushroom head 12%, and 47 observations 40% over the Scottish siren.

This experiment and the trials recorded under A 5, certainly tend to the conclusion that the 7-inch disc siren is a more effective instrument than the 7-inch cylindrical siren. It is important to note that on this occasion an opposing wind, force 3 to 4, rendered all sounds inaudible beyond 1½ mile. It is not easy to value the effect of the mushroom head, but its capacity for distributing sound round a large arc, when the wind is not a powerful factor against it, is unquestionable.

A 7.—*Scottish 7-inch cylinder in Caskets trumpet with bent head v. 7-inch Disc Siren in Scottish trumpet.*

—		Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
		lbs.	Cubic feet.	
Scottish cylin- der siren.	High	30	130	616
	Low	30	26	124
7-inch disc		25	36	153

Seeing that the comparisons with the 7-inch cylinder and the 7-inch disc sirens had been made in the trumpets in which it was intended each should be permanently fitted, it was arranged that each siren should be sounded in the trumpet of its competitor, and then compared, *i.e.*, the cylinder siren should be fitted in the Caskets trumpet with the bent head, and the 7-inch disc siren fitted in the trumpet of the Scottish siren—the St. Catherine's low note being used as a standard.

7th June, wind E. 3, sea smooth. On an arc of 1 mile distant, St. Catherine's lighthouse bearing from W.N.W. to N., 18 observations gave the cylinder siren 16% advantage over the disc, and 20 observations in the westward part of the arc 10%; but it was the opinion of the observers that the disc siren was working irregularly, and had not got its right note. Afterwards, in the medial line from 2 to 7 miles, 64 observations—when the disc was working more steadily, with a better note—gave the disc 37% advantage.

The observations on this comparison are not of any special value, beyond indicating that the respective sirens seem to yield the best results when sounded in the trumpets designed for them. The question as to the adaptation of the note of the siren to the fundamental note of the trumpet employed will be referred to further on.

B.—REED-HORNS *v.* SIRENS.

The reed-horns set up at St. Catherine's for trial and always pointed on the medial line were:—

- The Stentor, supplied by Pintsch's Lighting Company.
- The Barker, manufactured by Fawcett, Preston & Co., of Liverpool, the makers of the instruments in operation at Belfast, and intended to represent those instruments.
- The Taylor, made and submitted by Mr. John Taylor of Liverpool.
- The Trinity House Service.
- The Trinity House Manual as used in the Service.

(For detailed description and diagrams, *see* Appendices II., III. and IV.)

B 1.—*Stentor Reed-horn v. St. Catherine's, Scottish, and 7-inch Disc Sirens, all low notes.*

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Stentor	120	2	21
St. Catherine's—Low note ...	25	16	67
Scottish—Low note	30	26	124
7-inch disc—Low note ...	25	36	153

On the 17th May, on the medial line from 1 to 3 miles, 37 observations gave St. Catherine's a superiority of 83% over Stentor, and continuing the distance to 10 miles, the superiority was recorded as 373%.

On the 30th May, in the leeward portion of the 2 miles arc, 15 observations gave St. Catherine's an advantage of 141%. In the windward part of arc,

sounds all lost. Steamed in to 1 mile distance and made complete circuit, when 24 observations gave 404% in favour of St. Catherine's.

On the 20th May Stentor, with a lowered note, was interposed in a trial of the Scottish siren and the 7-inch disc siren. To a distance on the medial line of 13.5 miles, both sirens were carried as good sounds, but Stentor is recorded as feeble and only heard occasionally after 2.5 miles.

On the 29th May Stentor was again interposed with a comparison between the Scottish siren and the 7-inch disc. With "Irene" steaming out, Stentor not heard after 2 miles; other sounds carried to 8 miles.

The above records show that as compared with the service sirens the Stentor reed-horn does not approach them in practical efficiency.

B 2.—Barker Reed-horn, St. Catherine's, Scottish, 5-inch Disc, and 7-inch Disc Sirens.

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Barker reed-horn	40	12	67
St. Catherine's { High note	25	32	134
{ Low note	25	16	67
Scottish ... { High note	30	130	616
{ Low note	50	26	124
5-inch cylinder with Rayleigh trumpet.	25	16	67
7-inch disc siren, in vertical trumpet with bent head.	25	36	153

On 17th May observations were made on a comparison of the Barker and Stentor horns with the St. Catherine's low note. Wind E.S.E. 3, sea smooth. On the medial line between 1 and 3 miles, 37 observations gave St. Catherine's a superiority of 206% over Barker. Continuing on the same line to a distance of 10 miles, 70 observations showed St. Catherine's effective throughout, while the Barker was seldom heard. The observations gave St. Catherine's a superiority of 1150% over Barker when both were heard.

On 25th May, in the trial between St. Catherine's signal and the Rayleigh trumpet with a 5-inch cylinder siren, the Barker reed-horn was included, the result being that 89 observations showed a percentage of 340 in favour of St. Catherine's, and 395% in favour of the Rayleigh trumpet and siren as against the Barker. Between 2 and 4 miles on axial line of western trumpet of St. Catherine's, Barker was not heard at all, while St. Catherine's and Rayleigh were giving good and effective sounds. On the medial line (wind partly in favour of sound), from 3 to 5.4 miles, 55 observations gave 1390% in favour of the two sirens.

On 29th May, wind calm, sea smooth, all round the 2 mile arc from east to west, 85 observations gave St. Catherine's service signal a superiority of 264%, while in the same experiment the Scottish service siren is recorded as 250% superior to Barker.

On 30th May, wind S., sea noisy, occasional rain, 15 observations on the 2 mile arc, leeward section, gave St. Catherine's service signal 545% advantage

over Barker ; in the windward section all sounds lost, but in western part of arc 16 observations gave St. Catherine's 2570% advantage.

On 7th June 61 observations were made round a 1 mile arc from east to west, and the record shows 130% in favour of St. Catherine's low note compared with Barker. On the medial line from 1 to 4 miles, St. Catherine's is recorded as superior to Barker by 71%.

From these experiments, it is quite clear that the Barker fog signal, however well adapted it may be for such a land-locked position as Belfast Lough, is far inferior to the sirens now in use on the coast.

B 3.—Taylor Reed-horn v. St. Catherine's and 7-inch Disc Sirens.

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Taylor	40	5	28
St. Catherine's { High note	25	32	134
{ Low note	25	16	67
7-inch disc siren—Low note	25	36	153

On 30th May the Taylor reed-horn was compared with the St. Catherine's service signal and the 7-inch disc siren, over the 2 mile arc. It was not heard the greater part of the time, and the records show that when heard the sirens were greatly superior.

On 7th June Taylor reed-horn (with others) was compared with St. Catherine's low note round the 1 mile arc, and 61 observations gave St. Catherine's an advantage of 177%. On the medial line, distance 1 to 4 miles, 63 observations show 175% in favour of St. Catherine's.

As compared with the service sirens, the observations show clearly that the Taylor reed-horn is also inferior for the production of effective coast sound signals.

B 4.—Trinity House Service Reed-horn v. St. Catherine's Siren.

	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Trinity House Service ...	15	67	2
St. Catherine's—Low note ...	25	16	67

This is a reproduction of the instrument used on board the Cork light-vessel and some other stations.

On 7th June this reed-horn was (with others) tried in comparison with the St. Catherine's low note ; first, round the 1 mile arc, and 61 observations gave 158% in favour of St. Catherine's ; then along the medial line from 1 to 4½ miles, and here 63 observations gave St. Catherine's an advantage of 175%.

B 5.—Trinity House Manual Reed-horn v. St. Catherine's Siren.

The only occasion on which this small instrument was sounded in comparison with St. Catherine's siren was on 7th June, when, considering its small size and pressure and its limited requirement, its performance was satisfactory.

Cran Whistle.

This instrument cannot be classed with the reed-horns, being of different construction, but it was tried on several occasions for purposes of comparison. Its sound is initially weak, but it is capable of giving a blast which runs up the sound scale from a low pitched note to a very high and shrill sound. The effect of this high pitched sound was remarkable when the air and the sea surface were in a disturbed condition. It seemed, under such conditions, to be able to pierce through the opposing influences better than the lower pitched sounds of other instruments, but it was necessary to stop the ship and listen carefully for it. On the other hand, in still calm weather, its range was inferior to that of all the other instruments.

C.—REED-HORNS v. REED-HORNS.

C 1.—Stentor v. Barker.

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Stentor	120	2	21
Barker	40	12	67

Two hundred and eighty-seven observations on the medial line at various distances gave a mean average of 27% in favour of Stentor. On the 1 mile arc, 36 observations gave 600%, 11 observations in windward part of arc gave 93%, and 7 observations in leeward part of arc gave 9% in favour of Stentor.

C 2.—Stentor v. Taylor.

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Stentor	120	2	21
Taylor	40	5	28

Twelve observations on medial line within $2\frac{1}{4}$ miles gave a mean average percentage of 86 in favour of Stentor; on the 2 miles arc 11 observations to windward gave Stentor an advantage of 93%, and to leeward 7 observations gave Stentor a superiority of 18%.

C 3.—*Stentor v. Trinity House Service.*

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Stentor	120	2	21
Trinity House Service	15	67	2

Seventy-one observations on the medial line within 4 miles gave Trinity House reed-horn a mean average advantage of 14%, but subsequently 97 observations on the medial line within 7 miles gave a mean average of 20% in favour of Stentor, and on another occasion, on rounding the 1 mile arc, 36 observations gave 159% in favour of Stentor. In the windward part of arc 11 observations gave 71% in favour of Stentor, while in the leeward section 7 observations gave 10% in favour of the Trinity House service instrument.

C 4.—*Barker v. Taylor.*

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Barker	40	12	67
Taylor	40	5	28

A total of 146 observations made at different times on the medial line gave an average of 93% in favour of Barker, and 110 observations made on several occasions on the arc gave a mean average of 193% in favour of Barker.

C 5.—*Barker v. Trinity House Service.*

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
Barker	40	12	67
Trinity Service ...	15	67	2

A total of 146 observations made on three occasions on the medial line works out on the average of their recorded values to an equality. Round the arc of 1 to 2 miles, 115 observations gave the Trinity House reed-horn a mean average advantage of 46%.

These comparisons indicate the approximate relative values of the reed-horns tried, and the results will be dealt with in a later part of the report.

D.—SIREN TRUMPETS.

The question of the best form of trumpet or sound-projector is one of considerable importance in connection with sound signal instruments and the following is a description of the trumpets associated with sirens which were used. (*See also* Appendices II., III. and IV.)

St. Catherine's Trumpets.

The trumpets used for St. Catherine's signal are conical in shape, each 22 ft. in length, placed vertically, with heads bent over and copper bell mouths 6 ft. diameter.

Caskets Trumpet.

The trumpet proposed for Caskets is conical in shape, 22 ft. 6 in. long when fitted with a mushroom head 6 ft. diameter, and placed vertically.

Scottish Trumpet.

The trumpet for Girdleness (Scottish) is conical in shape, 15 ft. 6 in. long, 11 ft. 6 in. of which is horizontal, capable of being turned horizontally and of being dipped on to the sea. It has no bell mouth.

French Pattern Trumpet.

This trumpet, made at the Trinity House workshops at Blackwall on the pattern of those usually employed in France, is made of brass, and is 4 ft. 6 in. in length, with 1 ft. 1½ in. diameter at the mouth. The French authorities state that they have adopted this size and material after numerous trials.

Mushroom Head.

The mushroom top, fitted on to a vertical trumpet, is another form of sound-projector intended to distribute sound equally all round horizontally. This form is used successfully in the lightships of the Trinity House.

Rayleigh Trumpet.

Lord Rayleigh has suggested a form of horizontal trumpet, in which the shape of the mouth is elliptical. Two experimental trumpets of this type have been made, one small of cast iron, one large of wrought iron; they are each 20 feet long, tapering from a 5 inch circle to an ellipse, the smaller one measuring 4 ft. 10 in. diameter of major axis and 1 ft. 1½ in. wide; the large one 7 ft. 4½ in. major axis and 3 ft. 7½ in. wide.

Lord Rayleigh furnishes the following note respecting these trumpets of elliptical section :—

“If the object were to send as much sound as possible *in one direction* from a siren using air at high pressure it would be best attained by associating with the siren a conical horn of small angle and carrying this out to such a length that the diameter of the aperture is a considerable multiple of the wave-length of the sound.

“If, on the other hand, it be desired to distribute the sound in all directions, the diameter of the aperture must not much exceed the half-wave length; otherwise there will be serious interference between the parts of the

sound proceeding from the various parts of the aperture. For example, if the diameter have precisely the value above named, the sound emitted in a direction perpendicular to the axis of the horn is diminished, since the waves proceeding from the nearest and furthest parts of the aperture reach the observer in exactly opposite phases.

"In practice it is usually desired to distribute the sound horizontally through at least 180°. If the horn be horizontal the horizontal diameter of the aperture is then limited not to exceed the half-wave length. If the section be circular and of the above diameter, as much sound is sent to the zenith as along the horizontal arc. This sound must be regarded as wasted. The remedy is to elongate the vertical diameter of the aperture, retaining the limitation on the horizontal diameter. We are thus led to the elliptical form of section, the axis of the horn being horizontal and the major axis of the section vertical. In this way we obtain a concentration upon the horizon analogous to, but of course much less complete than, the concentration of rays by the lens used with a fixed light.

"It is important to remark that the dimensions of the aperture, determined on these principles, depends entirely upon the wave-length, *i.e.*, upon the pitch of the sound; so that it is impossible to design a horn until the pitch is chosen."

The following is a summary of trials made with the Rayleigh form of trumpet and with the mushroom head.

*St. Catherine's Signal (low note only) v. Rayleigh Small Trumpet (major axis perpendicular), with 5-inch Cylinder Siren.**

—	Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
	lbs.	Cubic feet.	
St. Catherine's low note	25	16	67
Rayleigh, with 5-inch cylinder siren.	25	16	67

24th May, wind E. by S. 6, sea rough. Between 1 and 4 miles on the axial line of West St. Catherine's trumpet, 39 observations gave the Rayleigh trumpet (major axis perpendicular) an advantage of 27%. To the northward of the axial line at various positions, 25 observations showed the Rayleigh instrument 2% better than St. Catherine's low note. Round an arc of 1½ mile from W. to E. axial line, 26 observations gave the Rayleigh instrument a superiority of 45%, and on the medial line from 1½ to 4 miles, 34 observations gave 105% in its favour.

25th May, a repetition of this trial with wind E. 4, and sea smooth. In the windward part of the 2 miles arc, 31 observations gave 2% in favour of St. Catherine's. In the leeward portion, 58 observations gave 22% in favour of Rayleigh. On the western axial line, 44 observations gave 5% in favour of St. Catherine's, and steering across to, and partly along, the medial line to 5.4 miles, 55 observations gave 30% in favour of Rayleigh.

On the 27th May, with similar weather, the wooden screen was removed from the Rayleigh trumpet, and a series of comparisons made with the St. Catherine's signal. The result cannot be called decisive. Some observers thought

* NOTE.—The mouth of the Rayleigh trumpet projected a few inches beyond a screen of wood 10 feet square, in which had been cut an elliptical opening for the mouth of the trumpet.

the removal of the screen injuriously affected the audibility of the sound, but the percentages in the leeward part of the 2 miles arc, and along the medial line, were respectively $23\frac{1}{2}$ and 43 in favour of Rayleigh, while in the windward part of the arc, and in the axis of the western trumpet, St. Catherine's is recorded as 51% better.

On 28th May, wind E. 1, sea calm, the elliptical mouth was turned so that its major axis was horizontal, the screen being not fitted. Round the whole 2 miles arc, with 122 observations, the results were 237% in favour of St. Catherine's. Along the medial line, with 52 observations, to $4\frac{1}{2}$ miles the result was 24% in favour of Rayleigh. From these trials it would seem that the horizontal position is not so good as the perpendicular.

The foregoing trials were with the small trumpet.

The *large* trumpet (major axis perpendicular), with 5-inch cylinder siren, was tried against St. Catherine's on the 28th May, 40 observations being made round the 2 miles arc, with the result that near the axes of the St. Catherine's trumpets they were better than the Rayleigh, and in or near the axis of the Rayleigh trumpet it was better than St. Catherine's.

A similar trial made on 12th June, weather squally, sea rough and noisy, 57 observations gave the Rayleigh an advantage of 15% round the 1 mile arc.

Tried against the Scottish 7-inch cylinder siren, on 31st May, with wind S.S.W. and noisy sea, the Scottish siren had a general superiority in 32 observations over the Rayleigh trumpet with 5-inch cylinder siren.

On 1st June, fitted with the 7-inch disc siren, the large trumpet was again tried against the Scottish service siren. On this occasion the results were greatly in favour of the Rayleigh trumpet in every comparison.

A repetition of this trial on 10th June gave the advantage to the Rayleigh trumpet of 11% in the leeward part of arc, and 14% in the medial line up to $5\frac{1}{2}$ miles; but in the windward section of the arc the Scottish high note was $14\frac{2}{3}$ better than Rayleigh.

—		Pressure on square inch.	Air used per second at atmospheric pressure.	Horse Power for continuous blast.
		lbs.	Cubic feet.	
Scottish	{ High ...	30	130	616
	{ Low ...	30	26	124
Rayleigh— Large	{ 5-inch cy- linder.	25	16	67
	{ 7-inch disc	25	36	153

On the 11th June another trial was made with these instruments, but both were fitted with screens. Wind W. 5, sea rough and noisy. On this occasion the high note of the Scottish siren dominated everything, including the sound from the Rayleigh trumpet as observed round the arc (1 mile) and in the medial line. The screen was afterwards removed from the Rayleigh trumpet and the comparison again made, but still the high note of the Scottish siren maintained its superiority. This probably was due to the day being favourable for the transmission of high-pitched sounds.

A trial was made on 8th June of the relative merits of the small and large Rayleigh trumpets sounded under similar conditions, with the result that on the 1 mile and 2 mile arcs the large instrument was 9, 3, and 5% better than the small one, and along the medial line to 5 miles was 40% better.

From the foregoing trials made with the Rayleigh trumpets it would appear (1) that the larger, or wrought iron trumpet, gave the best results; (2) that the screen made little or no difference in the effectiveness of the instrument; and (3) that the trumpet with the major axis of its elliptical mouth perpendicular was more effective than when horizontal.

The results of the observations on the performance of both the Rayleigh trumpets in these experiments, compared with that of other trumpets with similar sounding instruments in them, may be said to be favourable to the elliptical form of mouth.

The Mushroom Head.

Against St. Catherine's signal (low note) on 24th, 27th, and 31st May, and 12th June, the effect of the mushroom with the 7-inch disc siren was generally good, but in the axis of either of St. Catherine's trumpets and against the wind it was inferior.

Against the Scottish siren, on 21st May, the 7-inch disc with the mushroom head was superior, and the effectiveness with which its sound reached all parts, except the section directly to windward, seems to point to its suitability for an all round station, such as the Caskets. It has been tried with a 5-inch cylinder and a 7-inch disc siren, and good results obtained from each, but the best effect was produced with the 7-inch disc with 98 vibrations per second.

It is probable that an important point in using this form of trumpet consists in having the pitch of the sound produced attuned to the fundamental note of the trumpet so as to get its best effect, and with this object some further experiments might be usefully made in view of its installation at the Caskets.

E.—REED-TRUMPETS.

The trumpets used in connection with the reed instruments were of various sizes, shapes, and material, and are described in detail, with diagrams, in Appendices II., III. and IV.

CONCLUSIONS AND RECOMMENDATIONS.

On a review of the whole of the experiments, the Committee desire to submit the conclusions at which they have arrived, together with such recommendations as they think may be fairly based on the experiences gained by the investigation.

In these conclusions and recommendations the Committee are authorised to state that Lord Rayleigh, Scientific Adviser to the Trinity House, and Mr. T. Matthews, Engineer-in-Chief, generally concur.

It will be convenient to deal with this part of the report in the same order as that adopted for recording the observations on the experiments made, dealing in the first place with the instruments tried, and secondly with points of general application which have arisen in connection with the trials.

SIRENS.

St. Catherine's Signal.

The Committee are of opinion that this signal has throughout the trials made a very satisfactory performance, and that it is generally effective for carrying out the objects for which it was established. Its sound is well distributed over the greater part of the arc intended to be guarded, and having regard to the pressure employed for sounding, and the horse power developed, it may be regarded as an economical signal from a mechanical point of view. The Committee considered that the notes originally sounded were of too high a pitch, and that with both notes lowered, the high to 295 vibrations, and the low to 182 vibrations per second, the efficiency of the signal is increased. In the extreme western part of the arc there was found to be some interference with the passage of sound caused probably by the contour of the land, or by the conflict of reflected waves with the direct sound; this point has been referred to on page 13.

Scottish Siren (Girdleness).

This instrument has done well throughout the trials, particularly to windward, and as a sound producer may be regarded as superior to the St. Catherine's sirens, but the Committee do not consider that one such instrument is sufficient to cover a large arc of navigable water as efficiently. Its high note, 234 vibrations per second, proved to be more effective than the lower note when the atmosphere was disturbed by wind or the noise of breaking waves, but in still, calm weather, the lower note appeared to have the greater power. Its low note, 100 vibrations per second, although very powerful, was at short ranges often gruff and discordant, probably due to the vibrations produced by the rotation of the siren not being in unison with the note of the trumpet, but as the distance increased the roughness disappeared and a full deep note was heard. The effect of the siren being driven by a separate motor was noticeable in the uniformity of the sound during the blast.

It should be observed that the horse power expended is nearly double that of St. Catherine's if the low notes be compared, and more than four times if the high notes be compared.

Trinity House Experimental Disc Sirens.

This form of siren, rotated by a separate motor, has been tried in two sizes, viz. :—5-inch and 7-inch diameter, and each has shown itself to be an exceedingly efficient instrument, more especially the 7-inch when rotated so as to yield a note of 98 vibrations per second.

The 5-inch disc compared very favourably with the St. Catherine's 5-inch cylinder sirens, and in comparison with all the forms and sizes of siren on trial, the 7-inch disc has proved itself superior in initial sound power. Its deep full note seemed at times to fill the air with sound, and it was especially effective when sounded in the vertical trumpet with bent head of latest Trinity House pattern.

Under the influence of an opposing wind or disturbed condition of the sea surface, its low note suffered more than the higher pitched notes of the St. Catherine's and Scottish sirens, but there is every reason to expect that during fog these opposing influences will have less effect and a powerful sound warning will be distributed over the arc required to be guarded.

The Committee, therefore, consider that, after further development and provided the uniformity of its rotation can be secured, the disc siren, motor-driven, should be included amongst the sound producers to be used for fog signal purposes. This type of siren in a less complete form was used in the experiments of 1873, when it was rotated by a separate motor, but was subsequently replaced by the cylinder form which at the time was considered to be a more effective mechanical arrangement and to possess the supposed further advantage of being self-driven. The arrangement has, however, the disadvantage that at the commencement of each blast, the cylinder being in a position of rest, the true pitch of the note is obtained for only a portion of the period of the duration of the blast, which defect it is hoped will be overcome by introducing a motor (as has recently been done with some Scottish sirens) by which the cylinder or disc siren will be rotated at a true speed before the commencement of a blast, a true pitch being thus secured.

Another point of importance in connection with the employment of sirens, which has been emphasized in these trials, is that the note produced by the speed of rotation of the siren should be adjusted to the note of the associated trumpet. It appears that the full deep note yielded by 98 vibrations per second of the 7-inch disc siren in the vertical trumpet with bent head was the note picked out, so to speak, by the trumpet itself as being most in accord with itself—other notes sounded in the trumpet produced blurred and confused sounds, but the note of 98 vibrations seemed in complete unison with the trumpet, and yielded a full and clear sound. It is recommended that this point should continue to receive careful consideration in the future establishment of sirens.

The siren being attuned to the special note of its trumpet, and the rotation of the siren being regulated to produce vibrations synchronous with those of the note of the trumpet, it is recommended, having regard to the importance of the notes as so determined being always kept constant, that if possible a portable instrument be made which will readily sound the exact note of each siren by which the correctness of the note of any siren signal may be at any time tested; and that each steam tender be furnished with such an instrument, to be used by the superintendent or other officers of the Corporation in testing the correctness of the note of any siren which he may pass, such note being duly registered as that which should be expected from the particular signal.

REED-HORNS.

The trials have demonstrated, beyond a doubt, that reed-sounding instruments in their present development are unable to successfully compete with powerful siren-sounding instruments as now used, or proposed to be used, for guarding dangerous positions on the open coast. The disadvantages of the reed system are expressed by the French lighthouse authorities in the following terms, viz. :—

“The adjustment of the note and of the outflow is delicate, the reeds being very sensitive to variations of tightening up and of pressure. It is not uncommon to find the intensity of the sound diminish considerably in consequence of a slight change in the size, the nature of the metal, or the fixing of the reed. Further, the employment of each reed of a new type necessitates repeated and laborious trials, so that with this instrument it is not possible to vary at will the power and the note, nor to obtain a regular uniform working like that of the sirens.”

That some of these difficulties exist was proved during the experiments in connection with the two instruments, which, at the instigation of the Advisory Committee of Shipowners, were submitted for trial by two Liverpool firms. Such difficulties, however, have not interfered with the reed fog signals

employed in the Trinity House Service, where six instruments of that type, operated by gas, oil, or caloric engines, have been in use for several years.

Barker reed-horn.—One of these reed-horns was supposed to be a duplicate of, if not an improvement upon, the horn used in Belfast Lough, made by the same makers, and according to Captain Barker's patent. In the trials at St. Catherine's it was in charge of a representative of the firm who made it, and for a time was worked by the inventor himself, but it proved to be so inferior to the sirens that all observers agreed it was quite out of competition with them. It must be stated that the instrument, as worked at St. Catherine's, involved a wasteful expenditure of energy for the small effect produced.

Taylor reed-horn.—The other Liverpool reed-horn, viz., that of Mr. J. Taylor, did not give such good results as the Barker horn.

Stentor reed-horn.—The best of the four reed instruments tried was the Stentor horn, which gave a well sustained full and clear note, but failed in loudness and penetrating power as compared with the siren. It must, however, be borne in mind that the working pressure of this instrument is 120 lbs. on the square inch as compared with 40 lbs. for the Barker and Taylor, and 15 lbs. for the Trinity House reed horns, which condition necessarily demands larger and more expensive machinery.

Trinity House service reed-horn.—The second in order of merit was the reed-horn as used in the Trinity House service on board the Cork lightship and elsewhere. At first it was operated at a pressure of 10 lbs. of air on the square inch, but subsequent experiments were made with a reed working at a pressure of 15 lbs., and with either pressure it gave a clear musical note, serviceable for positions of secondary importance. It was found to give a better effect when its pitch was slightly lowered.

The Trinity House manual service horn.—This instrument was designed some years ago to supersede the gong on board light-vessels. It is a small reed horn blown with air forced through it at a pressure of $3\frac{1}{2}$ lbs. on the square inch by means of a hand wheel and crank or by a pedal movement. For the trial the pitch of its note was slightly lowered and its working pressure increased from $3\frac{1}{2}$ to 5 lbs. It has been ascertained that this signal can be effectively worked by one man. In the experiments the results obtained from this small portable instrument were good considering its low power, and the Committee are satisfied that it is a great improvement on the gong which it has superseded. It was not introduced into these trials with any view of competing with other sound signals, but merely to ascertain whether by alteration of pitch or pressure it could be improved. This has been effected, and the instrument is, in the opinion of the Committee, very well adapted for the purpose it is intended to fulfil.

Notwithstanding its drawbacks, the Committee are of opinion that the reed-horn has its advantages. Properly constructed it can be made to be more economical in working, and is considerably cheaper as regards first cost than a siren. It occupies less space, and may be efficiently worked by an engine which could not adequately supply the air required for a siren. The signal can be made with greater frequency, and without the comparatively long silent intervals which generally occur in the practical working of a siren. For positions where a less powerful and less expensive signal than a siren would be of service, the reed-horn may be employed with advantage. It has for some time been in use for such positions in the Trinity House service, and, possibly, may be utilized for rock lighthouses where the machinery for a siren could not be installed; the Committee therefore consider that the reed-horn will continue to find a useful place among the fog signals of the future, and they recommend that the Engineer-in-Chief use his best efforts for the further development of this instrument.

TRUMPETS.

Mushroom Head.

The value of a mushroom head to the trumpet in regard to its capacity for distributing sound over a large arc was several times tested with results favourable to this form of trumpet. The mushroom head is in successful use in the Trinity House light-vessels, where the sound is required to be heard all round, and the trials at St. Catherine's bear out the expectation that it will be a suitable form of sound-projector for such a station as the Caskets. In the windward parts of the arc and in the axial lines of the other siren trumpets it is recorded as less powerful, but its sound was always heard when the others were audible, and in the leeward parts of the arc it was more plainly heard than the others. The trials have, in the opinion of the Committee, fully justified its use on board lightships, and in places where the arc to be covered is larger than could be efficiently guarded by two trumpets.

Rayleigh Elliptical Trumpets.

The experiments made with these trumpets were satisfactory and encouraging; the Committee were unable to complete the tests, partly in consequence of the non-uniformity of action of the sirens, and also because it is understood that Lord Rayleigh is desirous of making some modifications which may enhance their effectiveness. Having regard, therefore, to the fact that the trials with this form of trumpet cannot be regarded as complete, the Committee are not at present prepared to make any definite recommendations on this subject, but they are of opinion that further investigation should be undertaken by Lord Rayleigh and the Engineer-in-Chief, with a view to the determination of the question as to its suitability for installation at a fog-signal station.

French Pattern Trumpet.

The trumpet used in the French lighthouse service is smaller in every way than that used with the siren fog-signals of this country, and is generally placed at the top of the lighthouse, where a large 20-feet trumpet would be too cumbersome. This small trumpet has been adopted by the French authorities after repeated trials, on the ground that "beyond a certain length of trumpet there occur effects of resistance to the transmission of the vibratory movement which tend notably to weaken the sound." The trials of a trumpet made on this pattern were favourable, and the Committee think it desirable that they should be continued.

Depressing Trumpet.

The question of dipping the trumpet so that the prolongation of its axial line should strike the near sea instead of the horizon was considered by the Committee, and they have come to the conclusion that the angle of possible depression could only be very small in relation to the distance of the horizon, if the fog signal station were situated at a low elevation, and could have very little, if any, effect. If the station were at a considerable elevation it might possibly be desirable to project the sound downwards on to the near sea, but then the effect of reflection from the sea surface might injuriously affect the direct waves intended to be heard at greater distances, and it is doubtful whether any advantage could be gained thereby. From these considerations it was not considered desirable to inquire further into this matter.

Tyndall on
Sound, 5th
Edition.
Soundless
Zones, p. 280.

From the description given on page 25, it will be seen that great diversity of practice exists in regard to the form, size, and material of the trumpets or sound projectors. The Committee have found it difficult at times to dissociate the value of a trumpet from that of the sound producer. The experiments have afforded the opportunity of testing the question as regards the unison of the notes of the sound producer and the trumpet, and have confirmed

the view that whatever kind of trumpet is employed it is essential that its fundamental note be ascertained, and that the number of vibrations per second be adapted to that note ; or, putting it the other way, that the trumpet should be so constructed that its fundamental note is in unison with a given number of vibrations per second.

Having thus dealt with the subject of the instruments tested, the Committee now desire to submit some remarks arising out of their experiences during the trials on matters relating to the propagation of sound signals through the atmosphere under various conditions of weather, and also in regard to some questions concerning the nature of the signals themselves.

EFFECT OF WIND.

The effect of wind in obstructing the passage of sound has been frequently experienced during these experiments. On one occasion the most powerful siren sounds, which had at other times been heard plainly at distances of 8, 12, and 20 miles *across* a wind of force 3, were unable to penetrate beyond $1\frac{1}{4}$ mile *against* a wind of similar strength, while the reed sounds were stopped at half that distance. A disturbed state of the sea surface, with breaking waves, caused also by wind, interferes greatly with the hearing of sounds. This is quite in accord with previous experiences, and shews how little value can be placed on any argument based on the assumption that because a sound has on one or two occasions been heard at a long range it may always be relied on for that distance. With the wind blowing across the line of direction in which the sound is projected, there seems to be but little interference with the passage of the sound, and to leeward the sound travels readily. It is in the windward part of the arc to be guarded that the sound is generally obstructed, but it was the experience of the Committee during these trials that a high-pitched note is more successful in overcoming such opposing influences than a low-pitched note, while with the wind across or in favour of the sound the converse is the case.

EFFECT OF FOG.

During the whole period of the trials from May 8th to June 13th no fog was experienced, and on no occasion was it necessary to suspend the trials in order to allow the signal to be sounded for actual service. It has been demonstrated by previous experiments that a foggy condition of the atmosphere favours the passage of sound waves ; it may, therefore, be assumed that the effects recorded would in all probability have been more favourably emphasised if fog had been experienced.

Tyndall on
Sound,
pp. 353, 357.

HIGH AND LOW NOTES.

On the general question of the relative value of high or low notes, the Committee are of opinion that it cannot be laid down definitely that one is better than another under all atmospheric conditions. The French memoir on sound signals states that with an equal expenditure of power the low note carries further, and this is borne out by the experiments. The production of a high note of a given power involves the expenditure of greater energy than for a low note of the same power, and is therefore more costly. Still, it does not follow that the additional cost is not justified, seeing that under certain circumstances the high note may be more effective than the low, or it may be desirable to use it for purposes of distinction. The records shew that on one day the St. Catherine's sounds were lost at 10 miles when the low note of the 7-inch disc was carried to beyond 20 miles, yet on another day of different weather the high note of the St. Catherine's was the best. These variable

results shew how capricious is the influence of atmospheric conditions, and how impossible it is to make complete provision for them. The Committee consider the best course to be to continue to make use of high and low pitched sounds as required, making both as powerful as possible, for they cannot on the one hand ignore the full, deep, mellow sound which seemed to fill the whole atmosphere, attracted the attention of men down in the engine room, and reached with a good volume of sound the distance of $20\frac{1}{2}$ miles, and, on the other, the superior effect of the high notes of St. Catherine's and the Scottish sirens on other occasions when the weather was unfavourable to the passage of sounds of low pitch.

SOUNDLESS ZONES OR SILENT AREAS.

The existence of the phenomenon referred to as the silent area, and which Professor Tyndall has called the soundless zone, has been long known to those connected with the Trinity House service. Instances are recorded where inspecting Committees afloat on approaching a sound-signal station have, after carrying the sounds gradually increasing in power, suddenly and without apparent reason lost them until quite close to the station; or when lying within half a mile of a light-vessel the men on board have been seen to fire an explosive the faint smoke of which was visible, but the sound was not heard; or again, when the fog-signal has been passed within a mile unheard, but has been picked up at a much greater distance—while it has been heard over the land all the time. The phenomenon has also been observed by General Duane in America, and commented on by Professor Tyndall, who attributes the occurrence to the sound waves reflected from the surface of the sea when smooth, interfering with the direct waves proceeding from the sound-producing instrument, such interference for a certain distance causing an area of silence or greatly diminished sound. But whatever may be the actual cause, there is no doubt that the silent area was experienced many times when observations were being taken off St. Catherine's Point. At a distance of between one and three miles the sounds would sink to extreme faintness or even inaudibility, and on the vessel proceeding further out, they would be recovered and carried for a considerable distance. Returning on the same line with the sounds in full hearing, at about three miles they would suddenly fall away and become weaker as the Point was neared, swelling out again into loudness when, say, one mile distant. It is clear that when this condition of things exists, in time of fog, and the sound warning is being made, it would prove a source of serious danger. The Committee therefore recommend that steps be taken for making mariners aware of this possible atmospheric interference with the audibility of a fog signal. Captain Tizard of the Admiralty, and Captain Frederick of the Board of Trade, when on board the "Irene," witnessed the effect of this phenomenon more than once, and it is believed concur with the Committee's opinion as expressed in their recommendation. The most noticeable instances of its effect were experienced on the medial line in fine, calm weather, with smooth sea; but with any wind or disturbed sea surface it does not seem to have been so apparent. As it is quite possible that it might exist in quiet foggy weather and cause a serious interference with the utility of a fog-signal, the Committee take this opportunity of stating their opinion, which these experiments have deepened into conviction, that there is no fog-signal however powerful which, under certain conditions of wind, may be absolutely relied upon even at the distance of one mile, or which would justify the mariner in neglecting the use of the old and trustworthy guide, the lead, and they consider that this view should be widely promulgated among mariners generally.

Tyndall on
Sound, 5th
Edition,
p. 380.

SOUND SHADOW.

In connection with the possible interference with the passage of sound waves in certain directions caused by projecting points of land or reflections from cliff faces tending to cause areas of sound shadow, the experiments have

confirmed the opinion held and acted upon by the Trinity House, that in selecting a position for a fog-signal the local conditions must be carefully studied and in some cases experiments carried out to determine the most suitable position.

ECHOES.

In these experiments the Committee have had many experiences of remarkable echoes from seaward of the sounds produced at St. Catherine's, even when the sky was cloudless, the sea smooth, and no vessels in sight. At times such echoes from seaward were heard on board the "Irene" when two or three miles from St. Catherine's, but they were more powerful and longer in duration when heard on the cliffs adjacent to the fog signal station. Carefully timed by some of the observers on shore on one occasion, the siren echoes frequently lasted for 30 seconds, i.e., about 10 times longer than the original sound. The more tranquil the air and sea the more pronounced and lengthened the echoes appeared to be. Dr. Tyndall has fully stated his view that the cause of such echoes is the reflection of the direct sound from invisible acoustic clouds in the atmosphere, and has suggested that the "duration of the echo is a measure of the atmospheric depths from which it comes." At St. Catherine's the operators constantly noticed the existence of echoes from the sea, which were weak or strong, short or long, corresponding to the weakness or strength of the sounds as heard by the observers on board the "Irene." It is noteworthy that the echoes were very short, and at times not observable, when there was much disturbance in the atmosphere or of the sea surface. It is not easy to say how this phenomenon bears upon the question of practical efficiency of a sound signal, except in regard to the possibility of the reflected sound being mistaken for the direct sound, and as the echoed sound would appear to come from the opposite direction to that from which the direct sound proceeds, it might add to the difficulty of locating the position of the fog signal.*

Tyndall on
Sound, 6th
Edition,
p. 308.

DISCRIMINATION OF SOUND SIGNALS.

It is essential that coast sound signals, when not separated by very long distances, should differ from each other, so as to prevent the possibility of one signal being mistaken for another. Differences in the character of the sound produced enables this to be readily effected in a few cases, the sound of a siren being inherently different from that of an explosive or a bell; but when a number of sirens or reed-horns are in operation on the coast it is necessary to introduce variations in their sounding to ensure their being distinguished from others near to them and easily recognised by mariners.

The principal methods of distinction are: (1) Variation in the length of the blasts (long, short). (2) Variation in the number of and periods between the sounds. (3) Variation in the pitch of the sounds employed (high, low).

(1) The difficulty in the first case lies in the risk of making sounds as coast signals which may be mistaken for navigational sound signals ordained by law to be made by ships under way in certain contingencies, such for instance as "the prolonged blast" of a steamer (4 to 6 seconds) appointed by the regulations to be sounded in "fog, mist, or falling snow," at intervals not exceeding 2 minutes.

* The Deputy Master gives some experiences of a recent visit to the Outer Fern Island fog signal. He says: "The day had been foggy and the fog was still threatening. The blasts from the siren were carried fairly well, but whilst standing on the rock close to the lighthouse it was impossible not to be struck with the great superiority of the echoes over the parent sound. The signal is two blasts of $2\frac{1}{2}$ seconds each. After the direct sound of the second blast ceased an echoed continuation was heard louder and more sustained than the original, and lasting for 12 seconds at least before finally fading away after a total period of 26 seconds."

(2) Variation in the number of and the periods between sounds is extremely limited in its application, and would not in all cases afford a sufficient number of distinctions for practical service. It is also desirable that they should not conflict with the optional navigational signals. For these reasons the group system has not been adopted where other methods were available.

(3) The difficulties connected with the two preceding methods have caused only the variation in pitch of the sounds to be employed. This system has been largely used by the British authorities as being the most convenient and effective mode of ensuring distinctiveness as required. The French have given up the use of groups of sounds of unequal pitch "as being, for mariners, whose ears are little experienced, less easy to recognise than sounds of the same pitch, simple or grouped." The French objection does not appear to have much weight, as the high and low notes are always sounded in juxtaposition, and thus a broad and simple distinction is made which mariners should have no difficulty in recognising, although they might not be able to say which was a high and which was a low note if sounded alone. In the trials there was never any doubt on the part of the observers as to which was the high and which was the low note, and this variation seems to the Committee to furnish a good and trustworthy method of distinction which may be found necessary at times. They also think that the period of any signal should be as short as is practicable in order that it may be repeated as often as possible for the mariner's benefit.

PULSATING OR VIBRATORY SOUNDS.

A fourth method of distinction which might be utilized is that of pulsating or vibratory sounds, to be made either on the well-known scientific principle of "beats," produced by interference of two sounds, or by introducing a vibratory movement into the sounding chamber. Some preliminary experiments were made on this project with encouraging results, and further trials will be made in this direction.

LENGTH OF BLAST.

*See letter
from
Northern
Lights
Commis-
sioners;
Appendix,
No.*

In connection with the general subject two questions have arisen, viz.—(1) what is the shortest blast which is effective, and (2) what is the longest blast necessary.

As regards (1) the Committee are satisfied that $2\frac{1}{2}$ seconds is the shortest length for a single sound which should be employed; as regards (2), the Committee think that 5 seconds would be ample, but this length of duration seems to be precluded because it might be an interference with navigational signals. In consequence of this the otherwise unnecessary length of 7 seconds has been employed in the Trinity House service.

It may be mentioned in connection with the experiments that the tendency of observers is always to favour the sounds of longest duration, the effect remaining longer on the mind and making a deeper impression.

The results of the investigation may be summarised as follows :—

1. That where a large arc of navigable water requires to be guarded, the system of distributing sound over it by means of two trumpets suitably placed is more effective than that of using one large trumpet only.

2. That when the arc to be guarded is larger than can be effectively covered by two trumpets, the mushroom form of trumpet is a satisfactory instrument for the purpose.
3. That a siren, when rotated by a separate motor, yields better results than when self-driven.
4. That no advantage commensurate with the additional horse power necessary, accrues from raising the pressure above 25 lbs. on the square inch for working the siren.
5. That the number of sonorous vibrations per second produced by the rotation of a siren or the vibration of a reed should be in unison with the proper note of the associated trumpet.
6. That where two notes of different pitch are employed as a signal, the difference between them should, if possible, be an octave.
7. That for calm weather a low-pitched note is more suitable than a high-pitched one; but when the wind is opposed to the course of the sound waves and the sea is rough and noisy, a high-pitched note penetrates further than a low-pitched one.
8. That, from causes which cannot be determined at the time or predicted beforehand, areas sometimes exist in which the sounds from the signal stations may be greatly enfeebled or even lost altogether. This effect was, during the trials, more frequently observed during comparatively calm weather and at no great distance from the signal station.
9. In these trials the siren has proved to be the most effective sound producer for fog-signal purposes throughout the arc to be guarded and under all the conditions of wind and weather experienced. The reed horn, although much inferior in power to the siren, is suitable for guarding positions of secondary importance.
10. That, having regard to the uncertainty attending the hearing of the most powerful sound signal in all conditions of weather, a fog-signal must be regarded as only an auxiliary aid to navigation, which cannot at all times be relied on, and does not justify any neglect to use the lead in all conditions of doubt.
11. That when navigating in the vicinity of a fog-signal in thick weather, the stopping of the ship and reducing the noises of the vessel moving through the water and the local noises on board to a minimum are most essential to enable the sound of a fog-signal to be picked up.

The Committee acknowledge with sincere thanks the valuable advice and assistance given to them in the conduct of the experiments by Lord Rayleigh, who devoted considerable time and attention to the investigation and was present at many of the trials and meetings of the Committee.

The Committee here desire to mention that they highly appreciated the ability and energy of Mr. Matthews, the Corporation's Engineer-in-chief, in arranging for the effective working of all the instruments under trial, and for the various experiments being successfully carried out, and they also think much credit is due to his able assistant, Mr. Shaw, for the zeal and intelligence displayed by him whilst in charge of the experiments at St. Catherine's. They

also desire to testify to the very effective manner in which Mr. Charlton, the Engineer in charge at St. Catherine's, and the workshop assistants carried out the details of the experiments.

The Committee cannot conclude their report without acknowledging their deep obligation to Mr. E. Price Edwards, their Clerk, during these experiments. Thoroughly interested in the subject, with which he has been closely associated for a great number of years, he has been of the greatest assistance to your Committee often at a great sacrifice of personal convenience.

(Signed)

GEORGE R. VYVYAN, Chairman.

H. STEWART.

ADOLPHUS E. BELL.

A. W. CLARKE.

H. ACTON BLAKE.

CHAS. A. KENT.

15th November, 1901.

E. PRICE EDWARDS,
Clerk to Committee.

APPENDICES.

	Page.
I. Tabular Statement of Observations and Relative Values of Sounds	41
II. Tabular Statement giving particulars of instruments used in the experimental trials	63
III. Diagrams of instruments used	67
IV. Plates showing disposition of instruments at St. Catherine's Point	69
V. Musical Scale of $3\frac{1}{2}$ octaves, showing number of vibrations per second for each note	71
VI. Letter from Commissioners of Northern Lighthouses	73
VII. Correspondence with Advisory Committee of Shipowners	75

APPENDIX I.

**Tabular Statement of Observations and Relative Values of
Sounds Heard.**

SUMMARY OF EACH DAY'S PROCEEDINGS

Date.	Weather.		Sea.	Barom-eter.	Ther-mometer.		Courses. The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
	Wind.	Force.			Dry.	Wet.			
1901. May 8	W.N.W. W. by S.	2 3 to 4	Smooth Smooth	29.5	59	—	1. 7 miles in axis of eastern trumpet. 2. Round arc of 3 miles from E. to W. 120°. 3. 4 miles in me- dial line.	Deputy Master, Capt. Bell, " Clarke, " Blake, Mr. Edwards.	High v. Low notes of St. Catherine's siren. 5 in. cylinder v. 5-in. disc siren, St. Catherine's.
May 9	N.N.E.	5	Smooth	29.8	—	—	1. 5 miles on me- dial line. 2. 5 miles on axis of west trumpet. 3. Examination of area inside West- ern axis and in vicinity of Atherfield Point.	Deputy Master, Capt. Bell, " Clarke, " Blake, Mr. Edwards. Lord Rayleigh.	High v. Low notes of St. Catherine's siren. General examination of arc intended to be guarded.
May 10	W.	3	Smooth	30.2	—	—	1. Out and in on medial line 5½ miles.	Deputy Master, Capt. Bell, " Clarke, " Blake, Mr. Edwards. Lord Rayleigh.	St. Catherine's fog signal— Pressure 25 lbs. v. 35 lbs. Do. 25 lbs. v. 60 lbs.
May 11	W.N.W.	Calm	Smooth	30.3	—	—	1. Out and in on medial line 10 miles.	Deputy Master, Capt. Bell, " Clarke, " Blake, Mr. Edwards. Lord Rayleigh.	5-in. cylinder siren v. 5-in. disc siren (St. Catherine's trumpets.)
May 12	E. E.S.E.	3 4	Smooth Smooth	30.5 30.5	54 55	— —	1. Out on medial line 20 miles. 2. Out and in on medial line 5 miles.	Capt. Bell, " Clarke, " Blake, Mr. Edwards. Lord Rayleigh.	St. Catherine's sirens, low note (trumpets closed in) v. 7-in. disc siren, Caskets horn, Bardsey top—very low note —(98 vibrations). Trumpet of French pattern, 5-in. cylinder v. disc v. Eastern trumpet, St. Catherine's, 5 in. cylinder.

AND RELATIVE VALUES OF SOUNDS HEARD.

OBSERVATIONS. Value of sounds recorded in figures, the first sound in each comparison being taken as 10, the other sound or sounds being recorded in figures higher or lower, according to the Observer's judgment. The Bearings given are from Seaward to the Lighthouse.											Percentages of relative values.
Eastern aerial line, 7 miles.											
High	...	...	460	820	420	470	410 = 2,080	...	...	...	} 24% in favour of low note.
Low	...	...	536	419	596	535	508 = 2,589	...	...	...
3 miles arc for 120°.											
High	...	...	180	280	350	90 = 850	...	...	...	} 17% in favour of low note.	
Low	...	...	146	342	411	98 = 997	...	...	...
Medial line, 1 to 6 miles.											
Cylinder	...	...	400	500	410 = 1,310	...	...	...	} 13% in favour of disc.		
Disc	...	...	423	604	441 = 1,468	...	...	...
Medial line, 1 to 5 miles.											
High	...	...	370	400	90	300	150 = 1,310	...	...	...	} 33% in favour of low note.
Low	...	...	423	534	117	464	305 = 1,743	...	...	...
Over other parts of arc at various distances.											
High	...	...	III	420	100	310 = 370	...	...	...	} 21% in favour of low note.	
Low	...	...	46	503	123	380 = 1,051	...	...	...
Medial line, 1 to 5 miles.											
35 lbs.	...	...	630	170	120	430 = 1,360	...	...	...	} 10% in favour of 35 lb. pressure.	
35 lbs.	...	...	711	179	126	475 = 1,491	...	...	...
25 lbs.	...	...	...	480	240 = 720	...	...	...	...	} Practically equal in value.	
60 lbs.	...	...	...	477	240 = 717	...	...	...
Medial line, 1 to 5 miles.											
Cylinder	...	...	360	370	60	80 = 370	...	...	...	} 19% in favour of disc siren.	
Disc	...	...	397	498	61	81 = 1,037	...	...	...
Medial line, 5 to 10 miles.											
Cylinder	...	...	410	499	60	60 = 960	...	...	...	} 4% in favour of disc siren.	
Disc	...	...	400	488	56	55 = 939	...	...	...
1 to 9 miles on medial line.											
St. Catherine's	...	...	560	530 = 1,090	...	...	...	...	...	} 194% in favour of disc siren.	
7-in. disc siren	...	...	1,782	1,421 = 3,203	...	...	...	...
9 to 20 miles medial line.											
St. Catherine's lost at 10 miles	...	...	...	...	...	...	...	...	...	} 7-in. disc siren immensely superior, but comparison by figures impossible.	
7-in. disc heard plainly up to 20 miles	...	...	...	...	...	...	...	...
Medial line, 1 to 4½ miles.											
St. Catherine's	...	...	261	French	...	310	...	...	...	10% in favour of French pattern horn.	

Date.	Weather Wind. Force.	Sea.	Barom- eter.	Ther- mometer. Dry. Wet.	Courses. The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
1901.							
May 15	E. by S. 5	Slight swell.	30.48	—	1. Out and in on medial line 8½ miles. 2. On medial line at 3½ miles.	Capt. Bell, " Clarke, " Blake, Mr. Edwards. Lord Rayleigh.	St. Catherine's Low note v. 7-in. disc siren, as on 13th May, repeated. St. Catherine's signal—High and low notes lowered four times.
May 16	E. by N. 3 to 4 E.S.E. 3	Smooth Smooth	30.35 30.3	54 — 55 —	1. Out on medial line to 7½ miles. 2. Out on western axial line 6 miles.	Deputy Master, Capt. Bell, " Clarke, " Blake, Mr. Edwards, " D. A. Stevenson, " Matthews.	St. Catherine's service signal v. Scottish 7-in. cylinder siren (each H.L.).
May 17	E.S.E. 3 S.S.E. 2	Smooth Smooth	30.35 30.35	54 — 56 —	1. Out on medial line to 10 miles. 2. Across to point 10 miles in axial line of eastern trumpet. 3. Out and in on medial line to 8.4 miles.	Deputy Master, Capt. Bell, " Clarke, " Blake, Mr. Edwards, " Matthews, Capt. Tizard, R.N., Mr. Stevenson, " Reinhold.	Reed-horns v. St. Catherine's siren. Reed-horns against each other. 7-in. disc siren, Caskets trum- pet, Bardsey top, v. Scottish siren (low note).

OBSERVATIONS.
Value of sounds recorded in figures, the first sound in each comparison being taken as 10, the other sound or sounds being recorded in figures higher or lower, according to the Observer's judgment.
The Bearings given are from Seaward to the Lighthouse.

Percentages of relative values.

2 to 3 miles on medial line.											
St. Catherine's	...	...	310	One observer only			...	...	...	280% in favour of disc siren.
7-in. disc siren	...	...	1,020				...	...	...
Distance 5½ miles on medial line.											
Low note unchanged	200	200	200	200	200	200	200	200	= 800	800	} 5% in favour of note lowered between 3 and 4 times.
High note lowered ...	2	4	2	4	2	4	2	4	= 743	886	
High note as lowered 4th time.	200	200	200	200	200	200	200	200	= 800	800	} 7% in favour of high note lowered as above.
Low note lowered ...	2	4	2	4	2	4	2	4	= 751	775	
1 to 3 miles, medial line.											
St. Catherine's	{ High	140	160	40	50	= 390	}	36% in favour of Scottish high note r. St. Catherine's high note.
	{ Low	140	150	40	50	= 380					
Scottish	{ High	214	200	46	74	= 534	}	3% in favour of St. Catherine's low note r. Scottish low note.
	{ Low	114	163	41	49	= 367					
5 to 7½ miles, medial line.											
St. Catherine's	{ High	220	60	70	80	= 430	}	122% in favour of Scottish high note r. St. Catherine's high note.
	{ Low	220	III	70	80	= III					
Scottish	{ High	382	425	90	107	= 954	}	48% in favour of Scottish low note r. St. Catherine's low note.
	{ Low	292	447	III	75	= 885					
3 to 6 miles, western axis.											
St. Catherine's	{ High	170	200	60	40	= 470	}	470	34% in favour of St. Catherine's siren.
	{ Low	170	III	60	40	= 470					
Scottish	{ High	III	158	46	28	= III	}	850	
	{ Low	142	125	28	20	= 315					
1 to 3 miles, medial line.											
St. Catherine's (low note)	90	50	40	190	= 370	...	...	...	...	St. Catherine's 206% better than Barker.
Barker	...	66	11	18	= 121 (lost several times)	...	...	...	...	St. Catherine's 83% better than Stentor.
Stentor	...	88	27	26	= 202	...	...	...	...	Stentor 67% better than Barker.
Medial line, 3 to 10 miles.											
St. Catherine's...	...	100	60	540	= 700	...	...	...	...	St. Catherine's 1,150% better than Barker.
Barker	...	8	14	34	= 56 (seldom heard or faint)	...	...	...	...	St. Catherine's 373% better than Stentor.
Stentor	...	20	31	97	= 148	...	...	...	...	Stentor 165% better than Barker.
1½ to 7 miles.											
Trinity Service	...	420	10	100	= 970	...	...	...	...	Trinity Service 9% better than Barker.
Barker	...	332	10.6	98	= 888	...	...	...	...	Stentor 20% better than Trinity Service.
Stentor	...	533	11.7	109	= 1164	...	...	...	...	Stentor 32% better than Barker.
Medial line, 2 to 8 miles.											
Scottish siren	...	160	190	= 850	...	...	...	...	...	} 24% in favour of Scottish siren.
7-in. disc siren	...	123	159	= 282	...	...	...	...	...

Date.	Weather.		Sea.	Barom-eter.	Ther-mometer.		Courses. The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
	Wind.	Force.			Dry.	Wet.			
1901.									
May 24 (morn- ing) (cont.)	E. by S.	6	Rough and noisy.	30.4	59	52.5	7. Across to a point 3½ miles S.E. by E. of lighthouse and back to a point on medial line, 1¼ mile from lighthouse. 8. Out along medial line to distance of 4½ miles from light- house. 9. Out along east- ern axial line 2 miles. 10. Round arc on 2 miles line to point N.W. by W. of lighthouse.		St. Catherine's service signal v. 7-in. disc with mushroom head.
May 24 (after- noon).	E.	4		30.04	56½	51			
May 25 (morn- ing).	E.N.E.	2	Smooth	30.26	60	54	1. Round arc on 2 mile line from S.E. by E. to W.N.W. from lighthouse. 2. Along western axial line to dis- tance of 4 miles. 3. Across to point 3 miles from lighthouse on medial line. 4. Along medial line to about 5½ miles from light- house and back on same line.	Deputy Master, Admiral Stewart, Capt. Clarke, " Thomson, " Blake, " Hoare, Mr. Edwards. Lord Rayleigh. Mr. Matthews, " Scott.	Rayleigh trumpet (small) with screen major axis per- pendicular, 5-in. cylinder siren v. St. Catherine's siren, low note, Barker reed-horn interposed.
May 25 (after- noon).	E.	3	Smooth	30.26	60	55	5. Along medial line from dis- tance of 2½ miles to distance of ½ mile from light- house.		
May 27	W.S.W.	1	Smooth	30.09	60	55.5	1. Round arc on 2 miles line from E.S.E. to W.N.W. of lighthouse. 2. Across to 2 miles on medial line. 3. Along medial line to 6½ miles from lighthouse and back to 1½ miles from light- house.	Deputy Master, Admiral Stewart, Capt. Clarke, " Blake, " Hoare, Mr. Edwards. Lord Rayleigh. Capt. Frederick, R.N.	7-in. disc siren, with mush- room head, v. St. Catherine's siren, low note. Rayleigh trumpet (small) major axis perpendicular, 5-in. cylinder siren, without screen, v. St. Catherine's, low note.

OBSERVATIONS.										Percentages of relative values.
Value of sounds recorded in figures, the first sound in each comparison being taken as 10, the other sound or sounds being recorded in figures higher or lower, according to the Observer's judgment.										
The Bearings given are from Seaward to the Lighthouse.										
On east aerial line, 1 to 2 miles.										
St. Catherine's	...	70	20	20	=	110	...	...	...	{ St. Catherine's 29% better than 7-in. disc mushroom.
7-in. disc siren	...	55	14	16	=	88	...	...	...
Round arc of 2 miles from east aerial line to westward of west aerial line.										
St. Catherine's	...	340	100	100	100	=	640	...	...	{ St. Catherine's 3% better than 7-in. disc with mushroom.
7-in. disc siren	...	337	98	98	92.5	=	625.5	...	...
(7-in. disc not working so well as on previous occasions.)										
On 2 miles arc—Lighthouse bearing from N.W. by W. to N.N.E.										
St. Catherine's	...	170	30	60	50	=	310	...	...	{ St. Catherine's 2% better than Rayleigh and 270% better than Barker.
Rayleigh	...	163	30	59.5	54	=	304	...	...
Barker	...	33	9	16	26	=	64	...	...	Rayleigh 263% better than Barker.
On 2 miles arc—Lighthouse bearing from N.N.E. to E. by N.										
St. Catherine's	...	220	60	50	80	170	=	580	...	{ St. Catherine's 410% better than Barker.
Rayleigh	...	304	68	55	90	186	=	708	...	
Barker	...	41	12	18	18	30	=	114	...	Rayleigh 22% better than St. Catherine's and 620% better than Barker.
On western aerial line, 2 to 4 miles.										
St. Catherine's	...	150	10	30	250	=	440	...	...	{ St. Catherine's 5% better than Rayleigh.
Rayleigh	...	143	11	31	234	=	419	...	...
Barker	...	0	0	0	0	=	0	...	...
Steering across to and along medial line, 3 to 5.4 miles.										
St. Catherine's	...	340	160	40	10	=	550	...	...	{ St. Catherine's 1390% better than Barker.
Rayleigh	...	447	209	46	12	=	714	...	...
Barker	...	28	3	4	2	=	37	...	...	Rayleigh 30% better than St. Catherine's and 1890% better than Barker.
Round 2 miles arc—Lighthouse bearing W. by N. to E. by N.										
St. Catherine's	...	230	270	100	100	=	750	...	...	{ 13% in favour of mushroom.
7-in. disc—mushroom head.	...	280	295	109	111	=	845	...	...
Round 2 miles arc—Lighthouse bearing E. by N. to S.E. by E. $\frac{1}{2}$ E.										
St. Catherine's	...	120	150	30	40	=	340	...	...	{ 5% in favour of St. Catherine's.
7-in. disc—mushroom head.	...	120	131	31	42	=	324	...	...
Round 2 miles arc—Lighthouse W. by N. to E. by N.										
St. Catherine's	...	230	270	150	100	=	900	...	...	{ 23½% in favour of Rayleigh.
Rayleigh	...	298	310	162	115	=	935	...	...
Round 2 miles arc—Lighthouse E. by N. to S.E. by E. $\frac{1}{2}$ E.										
St. Catherine's	...	120	30	50	170	=	370	...	...	{ 51% in favour of St. Catherine's.
Rayleigh	...	48	21	30	146	=	245	...	...
Medial line, 2 to 5 miles.										
St. Catherine's	...	120	110	=	230	...	...	...	...	{ 48% in favour of Rayleigh.
Rayleigh	...	192	138	=	330	...	...	...	...

OBSERVATIONS.										Percentages of relative values.	
Value of sounds recorded in figures, the first sound in each comparison being taken as 10, the other sound or sounds being recorded in figures higher or lower, according to the Observer's judgment.											
The Bearings given are from Seaward to the Lighthouse.											
Round 2 miles arc—Lighthouse bearing N.W. by W. to S.E. by E.											
St. Catherine's	...	470	130	160	460	=	1230	...	...	...	} 237% in favour of St. Catherine's.
Rayleigh (small)	...	384	105	133	335	=	957	...	...	...
Medial line, 2 to 4½ miles.											
St. Catherine's	...	160	130	110	120	=	530	...	...	...	} 24% in favour of Rayleigh.
Rayleigh (small)	...	195	155	131	163	=	644	...	...	...
Round arc of 2 miles—Lighthouse bearing W. by N. ½ N. to N.											
St. Catherine's	...		70	50	=	120		...	...	...	} 140% in favour of St. Catherine's.
Rayleigh (large)	...		23	23	=	50		...	...	...
Round 2 miles arc—Lighthouse bearing N. to E.N.E.											
St. Catherine's	...		70	50	=	120		...	...	...	} 17% in favour of Rayleigh.
Rayleigh (large)	...		80	61	=	141		...	...	...
Round 2 miles arc—Lighthouse bearing E.N.E. to S.E. ½ E.											
St. Catherine's	...		60	40	=	100		...	...	...	} 67% in favour of St. Catherine's.
Rayleigh (large)	...		39	21	=	60		...	...	...
Medial line, 2 to 4½ miles.											
St. Catherine's	...		60	...	...	...	...	...	...	...	} 45% in favour of Rayleigh.
Rayleigh (large)	...		87	...	...	...	...	...	...	...
On medial line, 1 to 4 miles.											
Trinity Service	...		453	...	...	...	...	...	...	...	} 42% in favour of Trinity Service.
New Manual	...		320	...	...	...	...	...	...	...
On 2 miles arc—Lighthouse bearing W.N.W. to N.W. by N. ½ N.											
1. St. Catherine's high	50	20	30	=	100	...	...	...	...	...	} St. Catherine's low 6% over St. Catherine's high. St. Catherine's low 22% over Scottish high and low. St. Catherine's 264% over Barker.
2. " low	56	20	30	=	106	...	...	...	...	...
3. Scottish high	44	18	25	=	87	...	...	...	...	...
4. " low	45	18	25	=	87	...	...	...	...	...
5. Barker reed-horn	12	4	12	=	23	...	...	...	...	...
On 2 miles arc—Lighthouse bearing N.W. by N. ½ N. to E.N.E.											
1. 70	50	110	40	=	270	...	...	...	...	...	} Scotch 11% over St. Catherine's low. Scotch 21% over St. Catherine's high. Scotch 250% over Barker
2. 71	60	120	52	=	293	...	...	...	...	...
3. 90	61	125	49	=	325	...	...	...	...	...
4. 86	61	130	48	=	327	...	...	...	...	...
5. 17	13	51	13	=	93	...	...	...	...	...

Date.	Weather.		Sea.	Barom-eter.	Ther-mometer.		Courses. The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
	Wind.	Force.			Dry.	Wet.			
1901. May 29 (cont.)	Calm.	—	Smooth	30.08	64	59	2. Out on medial line to 5½ miles, and back again on medial line to 3 mile line.		Scottish high and low (old) v. 7-in. disc siren (Vertical trumpet, bent head). Stentor reed-horn interposed.
May 30	Light variable airs.		Smooth	30.00	60	57	1. Round arc on 2-mile line from about E. by S. to N.W. by W. 2. Across to a point on medial line ¼ mile from light-house. 3. Out on medial line to 5½ miles and back in to ¼ mile from light house.	Deputy Master, Capt. Barlow, Adml. Stewart, Capt. Clarke, " Ladds, " Blake, " Hoare, Mr. Kent, " Matthews, " Edwards, Capt. Frederick, R.N.	St. Catherine's H.L. v. 7-in. disc siren (Vertical trumpet, bent head), Barker reed-horn, and Taylor reed-horn.
	S. 3 occasional rain.		Rather noisy.	29.85	60	57	4. Round arc on 2 mile line from about E.S.E. to N.W. by W. 5. Round arc on 1 mile line from N.W. by W. to eastern axial line.		St. Catherine's H.L. (service) v. 7-in. disc siren (Vertical trumpet, bent head), with Stentor reed-horn and Organ whistle

OBSERVATIONS.										Percentages of relative values.		
Value of sounds recorded in figures, the first sound in each comparison being taken as 10, the other sound or sounds being recorded in figures higher or lower, according to the Observer's judgment. The Bearings given are from Seaward to the Lighthouse												
On 2 miles are—Lighthouse bearing E.N.E. to S.E. by E., then back to N.N.E.												
1.	80	60	40	=	220	240	240	=	480	St. Catherine's low 1½% over St. Catherine's high. St. Catherine's low 7% over Scottish high. St. Catherine's low 9% over Scottish low. St. Catherine's low 700% over Barker.
2.	62	60	64	=	236	241	245	=	486	
3.	56	48	45	=	184	252	281	=	483	
4.	48	48	47	=	171	248	241	=	484	
5.	1	5	6	=	12	33	44	=	77	
Medial line, 2 to 5½ miles.												7-in. disc 6% over Scottish low. 7-in. disc 17% over Scottish high. 7-in. disc 4914% over Stentor.
Scottish	{	High	...	100	40	110	50	=	300	
		Low	...	99	40	137	54	=	330	
7-in. disc	107	42	146	56	=	351	
Stentor	0	2	3	2	=	7	
On medial line, 5 to 8½ miles.												7-in. disc 18% over Scottish low. 7-in. disc 31% over Scottish high.
Scottish	{	High	...	120	40	80	30	=	270	
		Low	...	117	40	99	42	=	298	
7-in. disc	155	46	107	45	=	354	
Stentor	0	0	0	0	=	0	
On 2 miles are—Lighthouse bearing from W.N.W. to N.N.W.												St. Catherine's high equal to disc. St. Catherine's low 4% over disc and high note, and 545% over Barker. Disc equal to St. Catherine's high. Barker 140% over Taylor.
St. Catherine's	{	High	...	60	60	80	=	150	...	...
		Low	...	60	61	34	=	155	...	...
7-in. disc siren	...	...	...	63	56	30	=	149	...	...
Barker	...	...	...	13	8	3	=	24	...	...
Taylor	...	...	...	4	5	1	=	10	...	...
Lighthouse bearing N.N.W. to E. No sounds heard.												High 2570% over Barker. Low 4% over High. Disc 10% over Low. Disc 14% over High. Disc 2930% over Barker.
Lighthouse bearing E. to S.E. by E.												
St. Catherine's	{	High	...	50	60	50	=	160	...	...
		Low	...	50	66	50	=	166	...	...
7-in. disc siren	...	...	...	59	68	55	=	182	...	...
Barker	...	...	...	3	1	2	=	6	...	...
Taylor	...	...	...	1	0	0	=	1	...	...
(All sounds lost on medial line beyond 1.25 mile.)												St. Catherine's high and low 106% over Cran. 7-in. disc 16% over St. Catherine's high and low. 7-in. disc 1373% over Cran. 7-in. disc 180% over Stentor. Cran 18% over Stentor. St. Catherine's 141% over Stentor.
On 2 miles are—Lighthouse bearing from W. by N. to N.W. by N.												
St. Catherine's	{	High	...	70	40	40	=	150	...	...
		Low	...	72	40	28	=	150	...	...
7-in. disc	...	...	...	82	43	48	=	173	...	...
Stentor	...	...	...	41	13	8	=	62	...	...
Cran	...	...	...	83	13	27	=	73	...	...
Lighthouse bearing N.W. by N. to E.S.E. No sounds heard.												St. Catherine's high 264% over Cran. 7-in. disc 6% over St. Catherine's high. 7-in. disc 13% over St. Catherine's low. 7-in. disc 235% over Cran. 7-in. disc 451% over Stentor. Cran 44% over Stentor. St. Catherine's 404% over Stentor.
1 mile are—Lighthouse bearing from S.E. by E. to N.W. by N.												
St. Catherine's	{	High	...	100	70	70	=	240	...	...
		Low	...	93	65	66	=	224	...	...
7-in. disc	...	...	...	101	76	76	=	253	...	...
Stentor	...	...	...	10	12	24	=	46	...	...
Cran	...	...	...	14	32	22	=	66	...	...

Date.	Weather.		Sea.	Barom- eter.	Ther- mometer.		Courses. The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
	Wind.	Force.			Dry.	Wet.			
1901. May 31	W.S.W.	4 to 5	Rather rough and noisy.	29.95	60	57	1. Round arc on 2 mile line from about E. by S. to medial line. 2. In on medial line to 1 mile. 3. Round arc on 1 mile line to west- ward. 4. Across to eastern axial line 2 miles distant. 5. Out on eastern axial line to about 5½ miles and back to about 1½ miles from lighthouse. 6. Round arc on 2 mile line from E.S.E. to about S.W. of light- house. 7. Steamed in N.E. to 1 mile line. 8. Round arc on 1 mile line to west axial line. 9. Across to medial line. 10. Out on medial line to 4 miles and back to 1 mile. 11. Across to point 1½ miles S.E. of lighthouse and then to point 1½ miles E.S.E. of lighthouse.	Adml. Stewart, Capt. Clarke, " Blake, Mr. Kent, " Edwards, Capt. Frederick, R.N.	Scottish siren, H.L. v. Ray- leigh trumpet (large) with major axis perpendicular.
	S.W. by W.	3	Rough	30.00	62	58	6. Round arc on 2 mile line from E.S.E. to about S.W. of light- house. 7. Steamed in N.E. to 1 mile line. 8. Round arc on 1 mile line to west axial line. 9. Across to medial line. 10. Out on medial line to 4 miles and back to 1 mile. 11. Across to point 1½ miles S.E. of lighthouse and then to point 1½ miles E.S.E. of lighthouse.		St. Catherine's siren, H.L. v. 7-in. disc siren with mushroom head.
June 1	S.W.	2 to 3	Much swell.				Record of Courses uncertain.	Adml. Stewart, Capt. Clarke, " Blake, Mr. Kent, " Edwards, Capt. Frederick, R.N.	Scottish siren, H.L. v. Ray- leigh trumpet (large) with 7-in. disc siren.
June 7	E.	4	Smooth	30.45	69	57	1. Round 1 mile arc from E. to W. axial line. 2. Round 2 mile arc from West axial line to medial line. 3. Out on medial line to 7½ miles and back to 2 miles.	Adml. Stewart, Capt. Bell, " Clarke, " Blake, Mr. Matthews, " Edwards.	(1.) St. Catherine's siren (low note only) v. Scottish 7-in. cylinder siren in Oakets trumpet with Bardsey top. (3) and (8) H.L. (4) 7-in. disc siren in Scottish trumpet.

OBSERVATIONS.										Percentages of relative values.	
Value of sounds recorded in figures, the first sound in each comparison being taken as 10, the other sound or sounds being recorded in figures higher or lower, according to the Observer's judgment.											
The Bearings given are from Seaward to the Lighthouse.											
On 2 miles arc—Lighthouse bearing from W.N.W. to N.E. by N.											
Scottish siren	High	...	150	50	=	200	...	...	...	Scottish high 17% over Rayleigh. Rayleigh 14% over Scottish low.	
	Low	...	110	40	=	150	...	...	...
Rayleigh	...	...	128	43	=	171	...	...	...
1 mile arc—Lighthouse bearing from N.N.E. to E.											
Scottish siren	High	...	70	50	=	120	...	...	...	Scottish low 8½% over Scottish high and 20% over Rayleigh. Scottish high 10% over Rayleigh.	
	Low	...	77	58	=	180	...	...	...
Rayleigh	..	...	64	45	=	109	...	...	...
2 miles arc—Lighthouse bearing from W. by N. ¼ N. to N. ¼ W.											
St. Catherine's	High	100	110	40	=	250	...	...	...	7-in. disc siren 3% over St. Catherine's low and 5½% over St. Catherine's high.	
	Low	101	112	43	=	256	...	...	...
7-in. disc	...	107	112	44	=	268	...	...	...
2 miles arc—Lighthouse bearing from N. ¼ W. to N.E. by N.											
(Sounds lost—steamed in.)											
1 mile arc—Lighthouse bearing from N.E. by N. to E. ¼ S.											
St. Catherine's	High	40	40	40	=	120	...	...	...	All equal.	
	Low	40	40	39	=	119	...	...	...
7-in. disc	...	38	40	39	=	117	...	...	...
Observations made to leeward, in axial line of Eastern Trumpet to 5½ miles										All good sounds.	
3 miles arc—Lighthouse bearing from N.W. by W. to N.E. by N.											
Scottish	High	...	160	60	=	220	...	...	...	Scottish high 13% over Scottish low. Rayleigh 9% over Scottish high.	
	Low	...	142	53	=	195	...	...	...
Rayleigh	...	...	176	64	=	240	...	...	...
Lighthouse bearing from N.E. to E.N.E.											
(All sounds uncertain—steamed in.)											
Lighthouse bearing from E. by N. to S.E. by E.											
Scottish	High	...	100	60	=	160	...	...	...	Equal.	
	Low	...	99	63	=	163	...	...	...
Rayleigh	...	...	129	81	=	210	...	...	...	80% over Scottish high and low.	
On medial line, 1 to 4 miles.											
Scottish	High	...	170	150	=	320	...	...	...	Scottish high 14% over low. Rayleigh { 17% over Scottish high. 36% over Scottish low.	
	Low	...	141	139	=	280	...	...	...
Rayleigh	...	...	176	197	=	373	...	...	...
One mile arc—Lighthouse bearing from W.N.W. to North.											
St. Catherine's (1)	...	80	100	=	180	...	...	...	...	No. 1 10% over No. 2. No. 2 16% over No. 4. No. 4 16% over No. 3.	
Scottish, High (2)	...	74	90	=	164	...	...	...	...
Scottish, Low (3)	...	61	61	=	122	...	...	...	...
Disc siren (4)	...	75	66	=	141	...	...	...	...

Date.	Weather.		Sea.	Barom-eter.	Ther-mometer.		Courses. The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
	Wind.	Force			Dry.	Wet.			
1901. June 7	R.S.E.	2	Smooth	30.40	67	68	<p>4. Round 1 mile arc from E. to W. for 190° and back to medial line.</p> <p>5. Out on medial line to 7½ miles and back.</p>		<p>St. Catherine's siren (No. 1).</p> <p>Barker reed-horn (No. 2).</p> <p>Taylor reed-horn (No. 3).</p> <p>Trinity Service reed-horn (No. 4).</p> <p>Manual reed-horn (No. 5).</p>
June 8	E.	3 to 4	Rough and noisy.	30.31	57 to 60	56 to 58	<p>1. Round on 1 mile arc from E. to W. 190°.</p> <p>2. Round on 2 mile arc from western axis to medial line.</p> <p>3. Round 2 mile arc to eastern axis.</p> <p>4. In from eastern axial line to about ¼ mile R.S.E. of lighthouse.</p> <p>5. Across to medial line at ¼ mile from lighthouse and out to 1½ miles from lighthouse.</p> <p>6. Out on medial line to 5½ miles and back to 2 miles.</p>	Adml. Stewart, Capt. Bell, " Clarke, " Blake, Mr. Matthews, " Edwards.	<p>Rayleigh trumpets, major axes, perpendicular.</p> <p>1. Small—cast iron.</p> <p>2. Large—wrought iron.</p> <p>Each with 5-inch cylinder siren.</p>

OBSERVATIONS.												Percentages of relative values.	
Value of sounds recorded in figures, the first sound in each comparison being taken as 10, the other sound or sounds being recorded in figures higher or lower, according to the Observer's judgment.													
The Bearings given are from Seaward to the Lighthouse.													
1 mile arc—Lighthouse bearing from N. to E. $\frac{1}{2}$ S.													
No. 1	100	100	=	200	No. 2. 49% over No. 3. No. 1. 39% over No. 4. No. 3. 69% over No. 1.	
No. 2	...	...	...	106	115	=	221	...	...	...	...
No. 3	...	...	...	97	115	=	212	...	...	...	...
No. 4	...	...	...	94	100	=	194	...	...	...	...
In medial line, 2 to 5 miles.													
No. 1	100	10	100	100	=	310	No. 2. 89% over No. 3. No. 3. 209% over No. 1. No. 4. 69% over No. 2.	
No. 2	...	...	...	134	14	118	135	=	401	...	...
No. 3	...	...	...	119	14	118	135	=	372	...	...
No. 4	...	...	...	141	15	113	157	=	426	...	...
Medial line, 5 to 7·2 miles.													
No. 1	30	10	70	50	50	70	=	330	No. 2. 819% over No. 1. No. 3. 29% over Nos. 2 and 4. No. 4. 819% over No. 1.	
No. 2	...	...	...	135	14	139	69	68	73	98	= 596
No. 3	...	...	...	146	14	139	69	68	73	98	= 607
No. 4	...	...	...	163	15	161	74	76	84	124	= 597
1 mile arc—Lighthouse bearing from N.W. by W. $\frac{1}{2}$ W. to E. by S.													
No. 1	230	130	10	70	60	110	=	610	No. 1. 1589% over Trinity Service, 1309% over Barker, 1779% over Taylor. No. 2. 139% over Trinity Service. No. 3. Nil. No. 4. 59% over Manual. No. 5. 29% over Taylor.	
No. 2	...	...	...	102	65	4	30	19	47	=	267
No. 3	...	...	...	84	49	3	19	23	43	=	230
No. 4	...	...	...	81	43	3	23	28	58	=	236
No. 5	...	...	...	76	39	3	16	31	59	=	224
Medial line, 1 to 4·3 miles.													
No. 1	40	80	110	70	70	40	220	=	630	No. 1. 1759% over Taylor, 1759% over Trinity Service, 719% over Barker. No. 2. 609% over Taylor. No. 3. } Equal, but 319% over No. 4. } Manual. No. 5. Nil.
No. 2	20	52	62	35	35	17	147	=	368	
No. 3	15	34	31	21	22	9	98	=	230	
No. 4	18	31	20	33	25	9	93	=	229	
No. 5	18	25	7	27	21	5	73	=	176	
1 mile arc—Lighthouse bearing from N.W. by W. to N. by E. $\frac{1}{2}$ E.													
Small	180	70	70	190	=	510	99% in favour of large horn.	
Large	...	...	...	204	78	74	202	=	558	...	...
1 mile arc—Lighthouse bearing from N.N.E. to E. by S.													
Small	180	80	70	160	=	480	89% in favour of large horn.	
Large	...	...	...	204	81	70	138	=	493	...	...
2 miles arc—Lighthouse bearing from E. $\frac{1}{2}$ S. to N.N.E.													
Small	60	130	80	210	=	480	59% in favour of large horn.	
Large	...	...	...	74	134	83	213	=	503	...	...
Medial line, 2 to 5·2 miles.													
Small	230	100	10	220	=	550	409% in favour of large horn.	
Large	...	...	...	310	133	15	315	=	772	...	...

Date.	Weather.		Sea.	Barom-eter.	Ther-mometer.		Courses. The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
	Wind.	Force.			Dry.	Wet.			
1901. June 10	N.W. by N.	3	Smooth	30.18	65 to 66	60 to 61½	<ol style="list-style-type: none"> 1. Round on 2 mile arc from about E. by S. to N.W. by W. 2. Across from thence to medial line. 3. Out on medial line to 5½ miles and back to lighthouse. 4. Out on medial line to 1½ miles from lighthouse. 5. Across to eastern axial line at point 1½ miles from lighthouse. 6. From thence to landing place. 	Capt. Bell, " Clarke, " Blake, " Mr. Edwards.	<p>Scottish 7-inch cylinder siren c. Rayleigh trumpet (large) with 7-inch disc siren.</p> <p>Reed-horns:—</p> <ol style="list-style-type: none"> 1. Stentor, 120 lbs. 2. Taylor, 40 lbs. 3. Barker, 40 lbs. 4. Trinity Service, 15 lbs. (vertical).
	W.	4 to 5		30.18	55	55	<ol style="list-style-type: none"> 7. Out on medial line to 4½ miles and back to 2 miles. 		
June 11	West	5	Rough	30.24	59	57	<ol style="list-style-type: none"> 1. Along 1 mile arc from E.S.E. to W. by N. 2. Across to medial lines at 2 miles. 3. Out on medial line to 3½ miles and back to ¼ mile from light-house. 4. Round 1 mile arc from S.E. by E. to western axial line. 	Capt. Bell, " Clarke, " Blake, " Mr. Edwards.	<p>I. Rayleigh trumpet (large), with screen, and 7-inch disc siren c. Scottish siren (H.L.), 7-inch cylinder, with screen.</p> <p>II. As above, but with screen removed from Rayleigh trumpet.</p>

OBSERVATIONS.											Percentages of relative values.	
Value of sounds recorded in figures, the first sound in each comparison being taken as 10, the other sound or sounds being recorded in figures higher or lower, according to the Observer's judgment. The Bearings given are from Seaward to the Lighthouse.												
2 miles arc—Lighthouse bearing from W. by N. $\frac{1}{2}$ N. to N. by E. $\frac{1}{2}$ E.												
Scottish	{ High	...	190	100	100	150	=	540	...	...	...	} Rayleigh 119% better than Scottish high and low.
	{ Low	...	193	90	98	154	=	534	...	...	...
Rayleigh	...	...	220	103	110	166	=	599	...	...	...
2 miles arc—Lighthouse bearing from N. by E. $\frac{1}{2}$ E. to S.E. by E.												
Scottish	{ High	...	160	60	80	220	=	520	...	...	...	} Scottish high 14% better than Rayleigh. Rayleigh 14% better than Scottish low.
	{ Low	...	110	50	67	167	=	400	...	...	...
Rayleigh	...	...	131	52	79	195	=	457	...	...	...
Medial line, 2 to 5 $\frac{1}{2}$ miles.												
Scottish	{ High	...	110	10	120	=	240	...	...	...	} High 5% better than low. Rayleigh 14% better than Scottish high.	
	{ Low	...	97	11	121	=	239	...	...	...
Rayleigh	...	...	128	12	134	=	274	...	...	...
Medial line, 1 to 4 $\frac{1}{2}$ miles.												
No. 1	...	...	270	140	33	270	=	713	...	...	...	No. 1. Lost at 4 miles.
No. 2	...	...	67	51	13	96	=	280	...	...	...	No. 2. Lost at 3 miles.
No. 3	...	...	249	144	34	299	=	726	...	...	...	No. 3. 2% better than Stentor.
No. 4	...	...	313	141	36	321	=	811	...	...	...	No. 4. { 12% better than Barker. 14% better than Stentor. 252% better than Taylor.
1 mile arc—Lighthouse bearing from W. by N. $\frac{1}{2}$ N. to N. by E. $\frac{1}{2}$ E.												
Scottish	{ High	...	170	100	150	90	=	510	...	...	...	} Scottish high 11% better than Rayleigh, 29% better than low note. Rayleigh 15% better than low note.
	{ Low	...	133	79	113	71	=	396	...	...	...
Rayleigh	...	...	154	91	131	83	=	459	...	...	...
1 mile arc—Lighthouse bearing from N.E. by N. $\frac{1}{2}$ N. to E. by S.												
Scottish	{ High	...	70	60	110	60	=	300	...	...	...	} High note 198% better than Rayleigh and 417% better than low note. Rayleigh 162% better than low note.
	{ Low	...	10	4	42	2	=	58	...	...	...
Rayleigh	...	...	13	24	95	20	=	152	...	...	...
Medial line, 1 to 3 $\frac{1}{2}$ miles.												
Scottish	{ High	...	120	100	=	220	...	...	...	} High 68% better than Rayleigh. Rayleigh 4% better than Scottish low.		
	{ Low	...	64	63	=	126	...	...	...
Rayleigh	...	...	66	65	=	131	...	...	...
1 mile arc—Lighthouse bearing from N.W. by W. $\frac{1}{2}$ W. to N.												
Scottish	{ High	...	190	90	170	70	=	520	...	...	...	} Scottish high 4% better than Rayleigh, 24% better than low note. Rayleigh 19% better than low note.
	{ Low	...	144	79	145	63	=	490	...	...	...
Rayleigh	...	...	188	83	161	69	=	601	...	...	...
1 mile arc—Lighthouse bearing from N. by E. $\frac{1}{2}$ E. to E.N.E.												
Scottish	{ High	...	100	100	130	80	=	410	...	...	...	} Scottish high 134% better than Rayleigh and low note. Scottish low and Rayleigh about equal.
	{ Low	...	39	33	76	31	=	179	...	...	...
Rayleigh	...	...	39	36	64	36	=	176	...	...	...

Date.	Weather.		Sea.	Barom-eter.	Ther-mometer.		Courses. The Bearings given are from the Lighthouse.	Names of Observers.	Experiment or Comparison.
	Wind.	Force.			Dry.	Wet.			
1901. June 12	W. Squally.	5 to 7	Rough and noisy.	30.10	58	57	1. Along 1 mile arc E.S.E. to W. by N. and back to medial line. 2. From medial line along 1 mile arc to W.S.W.	Capt. Bell, " Clarke, " Blake, Mr. Edwards.	St. Catherine's siren, low note, c. 7-inch disc siren, with mushroom head.
	W.S.W.	5 to 6	Rough and noisy.	30.0	57.5	56.5	3. Across to eastern axial line 1 mile. 4. Along east axial line to 2½ miles and back to lighthouse.		Trumpet of French pattern with 5-inch cylinder siren c. St. Catherine's (one trumpet) 5-inch cylinder siren, both pointed on medial line. Reed-horns, &c. :— 1. Stentor. 2. Barker. 3. Cran. 4. Trinity Service. Scottish siren H.L. interposed in this experiment.
							5. Round 1 mile arc from E.S.E. to W.N.W. and back, returning from E.S.E. to S.W. by S.		St. Catherine's low note from one trumpet c. Rayleigh (large) 5-inch cylinder siren, both pointed on medial line.
June 13	W. by N.	7 to 8	Rough and noisy.	29.98	55	51	1. Out on medial line to 2½ miles. 2. Across to 1½ miles S.W. by W. of lighthouse and then in to ¼ mile. 3. Out on medial line to 2 miles. 4. Round 2 miles arc from medial line to position about E.S.E. of lighthouse.	Capt. Clarke, " Blake, Mr. Edwards.	Reed-horns :— 1. Cran. 2. Stentor. 3. Trinity Service (new horizontal trumpet). 4. Taylor. 5. Barker.

OBSERVATIONS.										Percentages of relative values.	
Value of sounds recorded in figures, the first sound in each comparison being taken as 10, the other sound or sounds being recorded in figures higher or lower, according to the Observer's judgment.											
The Bearings given are from Seaward to the Lighthouse.											
1 mile arc—Lighthouse bearing from W.N.W. to North.											
St. Catherine's	...	60	70	130	=	260	...	...	...	}	St. Catherine's 3% better than Mushroom.
Mushroom	...	60	68	124	=	252	...	...	...
1 mile arc—Lighthouse bearing from N. by E. to E. by S.											
St. Catherine's	...	70	70	120	=	410	...	...	...	}	St. Catherine's 23% better than Mushroom.
Mushroom	...	60	51	91	=	326	...	...	...
1 mile arc—Lighthouse bearing from N.W. by W. to N.E. by N.											
St. Catherine's	...	170	20	170	=	360	...	...	...	}	French pattern 7% better than St. Catherine's.
French pattern	...	184	22	179	=	385	...	...	...
Part of 1 mile arc—Lighthouse bearing from N.N.E. to E. by N.											
No. 1	...	...	130	110	=	360	...	...	...	}	No. 1. { 129% better than Cran. 159% better than Trinity Service. 600% better than Barker. Short shrill ending of Cran sound.
No. 2	...	...	20	10	=	51	...	...	...
No. 3	...	...	65	48	=	157	...	...	...
No. 4	...	...	77	24	=	139	...	...	...
Stentor	...	...	10				Scotch H. L.	...	...	25	
1 mile arc—Lighthouse bearing from W.N.W. to E.N.E., N.N.E. to N.W. by W. $\frac{1}{2}$ W.											
St. Catherine's	...	200	120	110	=	570	...	...	...	}	Rayleigh 15% better than St. Catherine's.
Rayleigh	...	225	140	130	=	655	...	...	...
Medial line, 1 to 2 $\frac{1}{2}$ miles.											
1.	...	...	110	13	=	123	...	...	...	}	Stentor { 14% better than Trinity Service. 48% better than Cran. 75% better than Barker. 86% better than Taylor. Trinity Service { 30% better than Cran. 54% better than Barker. 63% better than Taylor. Cran* { 18% better than Barker. 26% better than Taylor.
2.	...	...	162	20	=	182	...	...	...
3.	...	...	144	16	=	160	...	...	...
4.	...	...	90	8	=	98	...	...	...
5.	...	...	96	8	=	104	...	...	...
From medial line to Western part of 2 miles arc and back.											
1.	...	...	70	40	=	110	...	...	...	}	Cran* { 24% better than Stentor. 111% better than Trinity Service. 139% better than Taylor and Barker. Stentor { 71% better than Trinity Service. 93% better than Barker and Taylor. Trinity Service { 13% better than Barker and Taylor.
2.	...	...	46	43	=	89	...	...	...
3.	...	...	26	26	=	52	...	...	...
4.	...	...	24	22	=	46	...	...	...
5.	...	...	25	24	=	49	...	...	...
From medial line to Eastern part of arc, 2 miles.											
1.	...	...	50	21	=	71	...	...	...	}	Stentor { 9% better than Barker. 18% better than Taylor and Cran. Trinity Service { 10% better than Stentor. 20% better than Barker. 27% better than Taylor and Cran. Barker 9% better than Taylor and Cran.
2.	...	...	59	36	=	85	...	...	...
3.	...	...	65	29	=	94	...	...	...
4.	...	...	50	24	=	74	...	...	...
5.	...	...	54	28	=	78	...	...	...

* Very short shrill ending of blast only heard.

APPENDIX II.

**Tabular Statement giving Particulars of Instruments used
in the Experimental Trials.**

STATEMENT GIVING PARTICULARS OF INSTRUMENTS USED IN THE EXPERIMENTAL TRIALS.

SIRENS.

Station and service to which signal belongs.	Description.	Details of siren.										Sounding pressure of siren. (lbs.)	Vibrations per second.		Cubic feet of air used per second at atmospheric pressure.	Net horse-power required for continuous blast.	Remarks.
		High note ports.				Low note ports.											
		No.	Length. (ins.)	Width. (ins.)	Area. (sq. ins.)	No.	Length. (ins.)	Width. (ins.)	Area. (sq. ins.)								
Sa. Catherine's (Trinity House).	Two 6-inch cylindrical, automatically driven.	24	14	.175	6.3	16	14	.175	4.2	25	25	234	182	134	67	Horse-power and air used are those required for two sirens. Port areas given for one siren only.	
Girdleness (Northern Commissioners).	7-inch cylindrical, motor driven.	14	3	.785	33	6	2	.3125	9.75	80	30	234	160	616	124		
Girdleness (Northern Commissioners).	7-inch cylindrical, motor driven (with hand—high note only).	14	14	.785	16.5	—	—	—	—	30	—	234	—	306	—	Band was placed over high ports during latter part of experiments.	
Caskets (Trinity House)	7-inch disc, motor driven	—	—	—	—	18	14	.462	6.74	—	25	—	98	—	153		
Experimental sirens (Trinity House).	5-inch disc, motor driven	30	.625	.175	9.28	—	—	—	—	25	—	250	—	67	—		
Experimental sirens (Trinity House).	5-inch cylindrical (for 60 lbs. pressure automatically driven).	24	.75	.175	3.15	—	—	—	—	80	—	295	—	105	—		

REEDS.

Name of manufacturer or owner of signal.	Description.	Details of reeds.		Sounding pressure of reed. lbs.	Vibrations per second.	Cubic feet of air used per second at atmospheric pressure.	Net horse-power required for continuous blast.	Remarks.
Pintech's Patent Lighting Co., Ltd. ...	Stentor ...	One nickel steel reed 4 1/4 inches long by 1 1/4 inch wide	...	130	265	2	31	
Fawcett, Preston, & Co., Ltd., Liverpool	Barker ...	Three steel reeds in one trumpet	...	40	about 363	12	67	
John Taylor, Liverpool...	Taylor ...	Originally six reeds, but afterwards two, in one trumpet...	...	40	about 355	5	28	
Trinity House Service Horn ...	... ..	One steel reed 3 1/4 inches long by 1/2 inch wide	...	15	496	—	2	After first experiments pitch was lowered.
Trinity House ...	Manual ...	One steel reed 3 1/4 inches long by 1/2 inch wide	...	6	397	—	7	

APPENDIX II.—continued.

SIREN TRUMPETS.

Station and Service to which Signal belongs.	Diameter at Siren.	Diameter at mouth of Trumpet.	Total length of Trumpet.	Description of Trumpets.
	ins.	ft. ins.	ft. ins.	
St. Catherine's (Trinity House).	5	3 6	22 0	Two vertical cast iron, with copper bell-mouth tops 6 ft. diameter over rim; the horns being separated by an angle of 120° between their axis.
Girdleness (Northern Commissioners).	7	4 0	16 0	Cast iron, bent so that about 11 ft. 6 ins. is horizontal or can be dipped. No bell on mouth.
Caskets (Mushroom) (Trinity House).	7	3 0½	22 0	Vertical cast iron, with mushroom top, 6 ft. diameter and 3 ft. opening. Diameter of throat at bottom of mushroom 2 ft. 0½ ins.
Caskets (with Bardsey top) (Trinity House).	7	3 6	24 6	Vertical cast iron, with copper bent top, and bell-mouth 6 ft. diameter over rim.
French Horn (French Lighthouse Service).	5	1 1½	4 6	Vertical brass, with bent top, and bell-mouth 1 ft. 11½ ins. diameter over rim.
Siren Trumpet made to Lord Rayleigh's design:				
(i.) Small	5	ellipse 1 1½ ×4 10½	20 0	Horizontal cast iron, gradually tapering from 5-inch circle to ellipse. No bell mouth.
(ii.) Large	5	3 7½ ×7 4½	20 0	Horizontal wrought iron, gradually tapering from 5-inch circle to ellipse. No bell mouth.

REED HORNS.

Name of Manufacturer or Owner of Signal.	Diameter at Reed.	Diameter at mouth of Horn.	Total length of Horn.	Description of Horns.
	ins.	ft. ins.	ft. ins.	
Pintech's P. Lighting Co., Ltd.— (Stentor)	1½	0 9	4 7	Vertical brass, with bent top and bell mouth, 1 ft. 1½ ins. diameter over rim.
Fawcett, Preston & Co., Ltd.— (Barker)	1	1 6	11 6	Horizontal copper, without bell mouth.
John Taylor— (Taylor)	1	0 9	6 0	Horizontal cast iron.
Trinity House— (Cork) i.	2	0 10½	10 7½	Vertical brass, with bent top and bell mouth, 1 ft. 9½ ins. diameter over rim.
" ii.	2	1 4	11 0	Horizontal steel, without bell mouth.
Trinity House— (Manual)	2	0 7½	8 2½	Vertical brass, with bent top and bell mouth 1 ft 4 ins. diameter over rim.

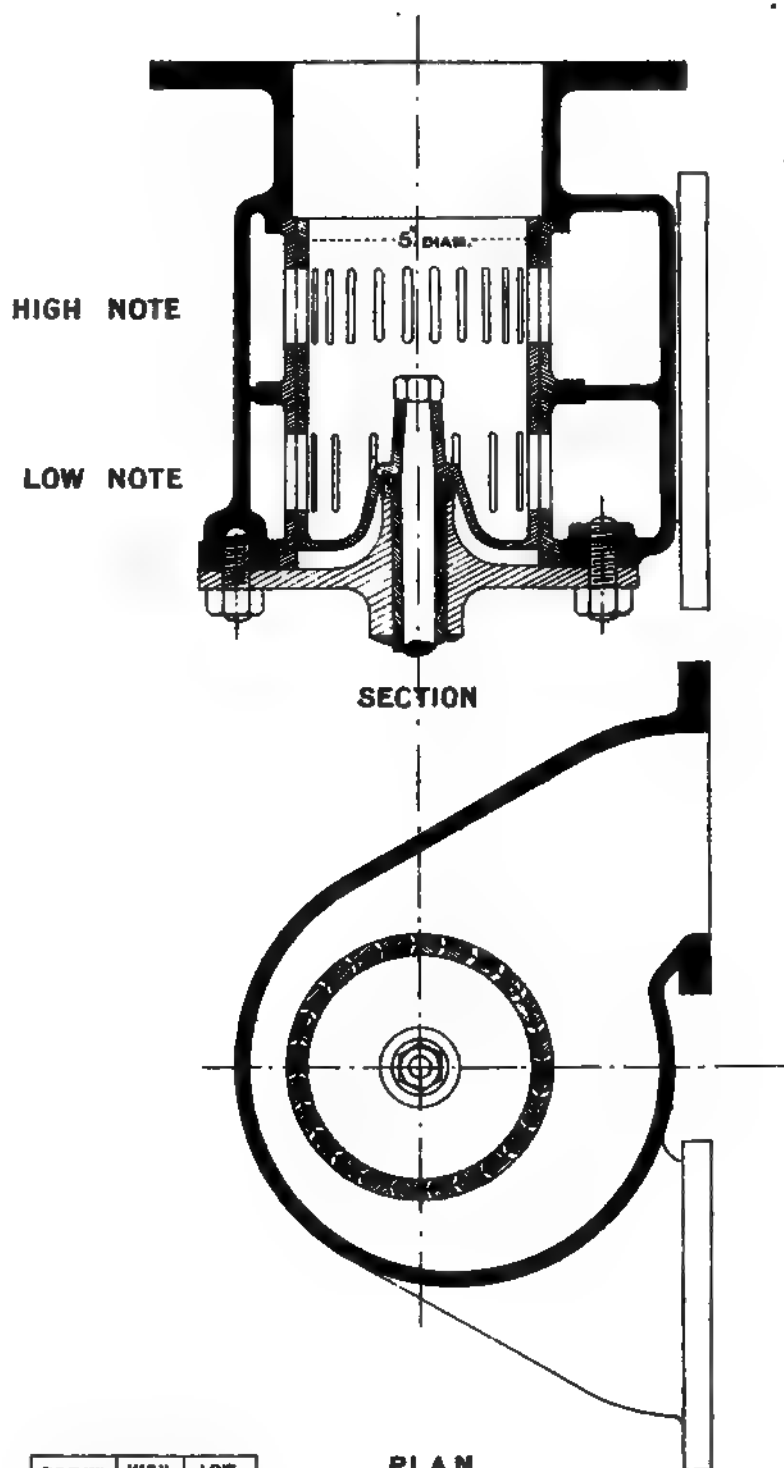
APPENDIX III.

Diagrams shewing Details of Instruments.

- DIAGRAM I.—Five-inch cylindrical siren.
- DIAGRAM II.—Seven-inch cylindrical siren (Scottish).
- DIAGRAM III.—Seven-inch disc siren (experimental).
- DIAGRAM IV.—Details of reeds.
- DIAGRAM V.—St. Catherine's trumpets.
- DIAGRAM VI.—Vertical trumpet—(1) Bent head ; (2) Mushroom head.
- DIAGRAM VII.—Rayleigh trumpets.
- DIAGRAM VIII.—1. Scottish trumpet.
2. Reed-horns.
-
-

FIVE INCH CYLINDRICAL SIREN.

ST CATHERINES.



PORTS.	HIGH NOTE	LOW NOTE
NUMBER	24	16
LENGTH	1.5"	1.5"
WIDTH	.175"	.175"
AREA	6.3"	4.2"

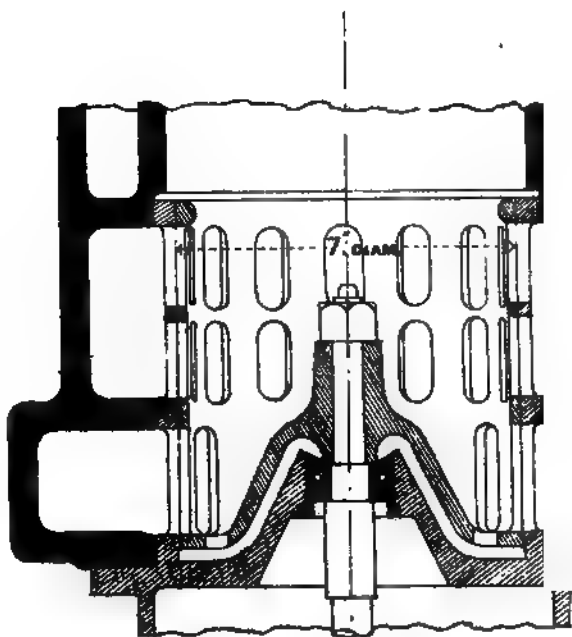
SCALE

0 1 2 3 4 5 6 7 8 9 10 11 12 INCHES

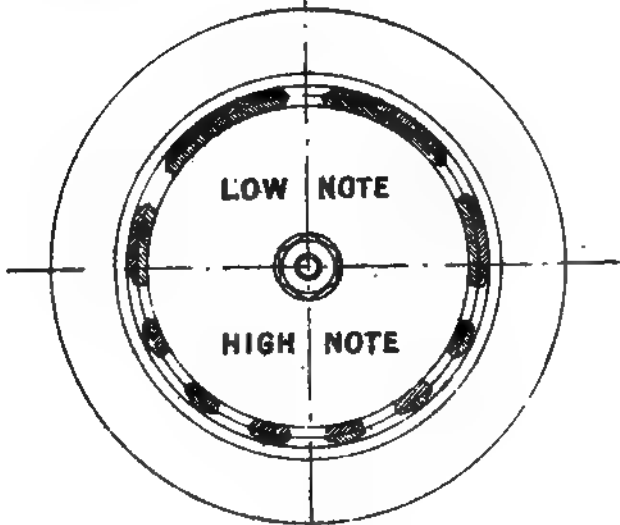
SEVEN INCH CYLINDRICAL SIREN
(SCOTTISH-GIRDLENESS)

HIGH NOTE.

LOW NOTE.



SECTION



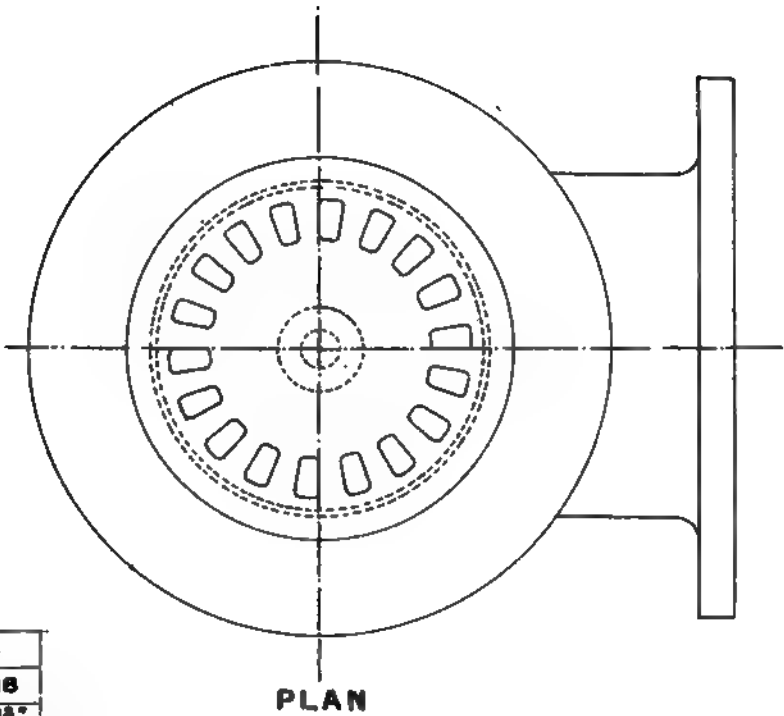
PLAN

PORTS	HIGH NOTE	LOW NOTE
NUMBER	14	6
LENGTH	3"	2"
WIDTH	.785"	.8125"
AREA	33"	9.75"

SCALE



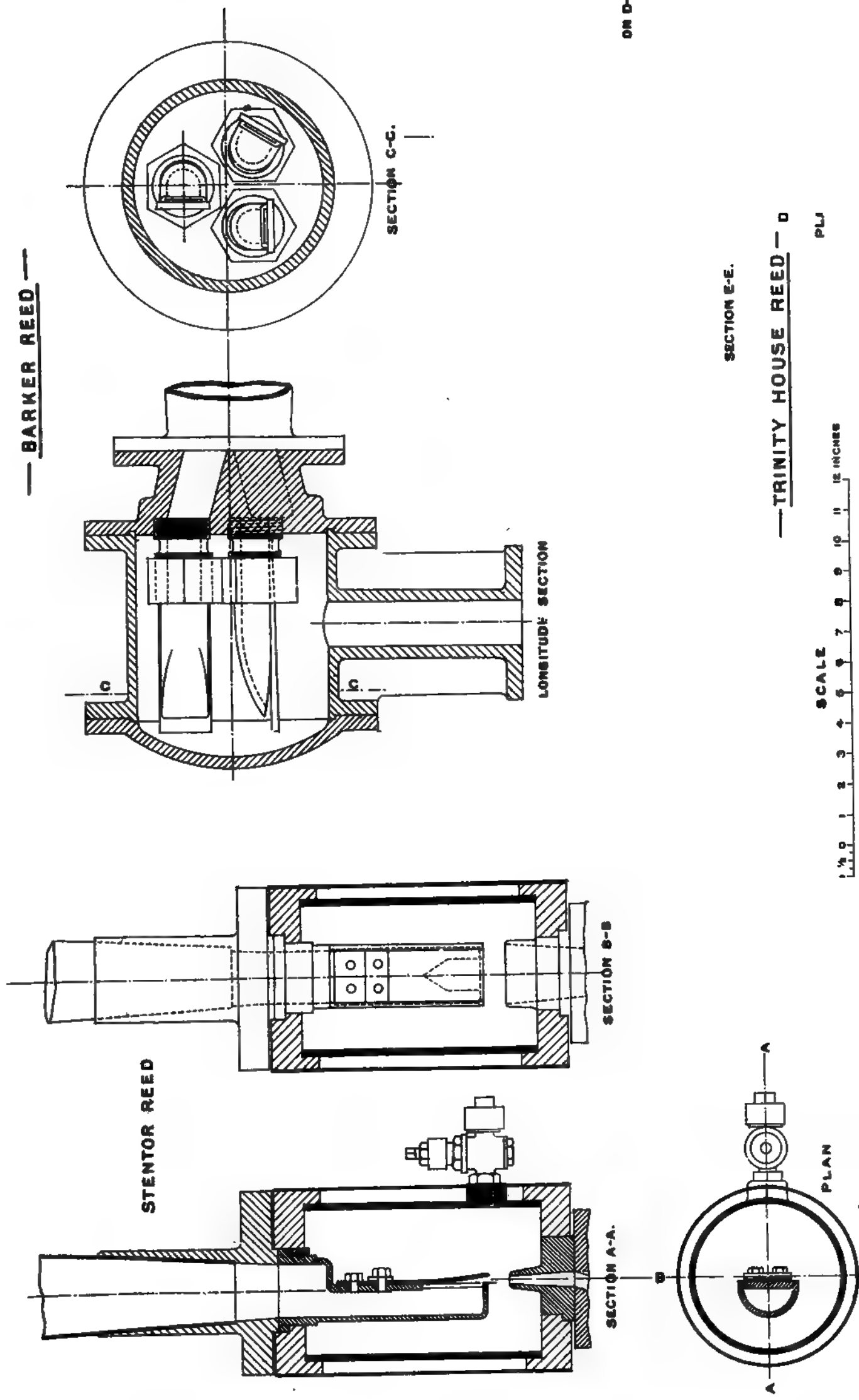
EXPERIMENTAL
SEVEN INCH DISC SIREN
TRINITY HOUSE PATTERN.



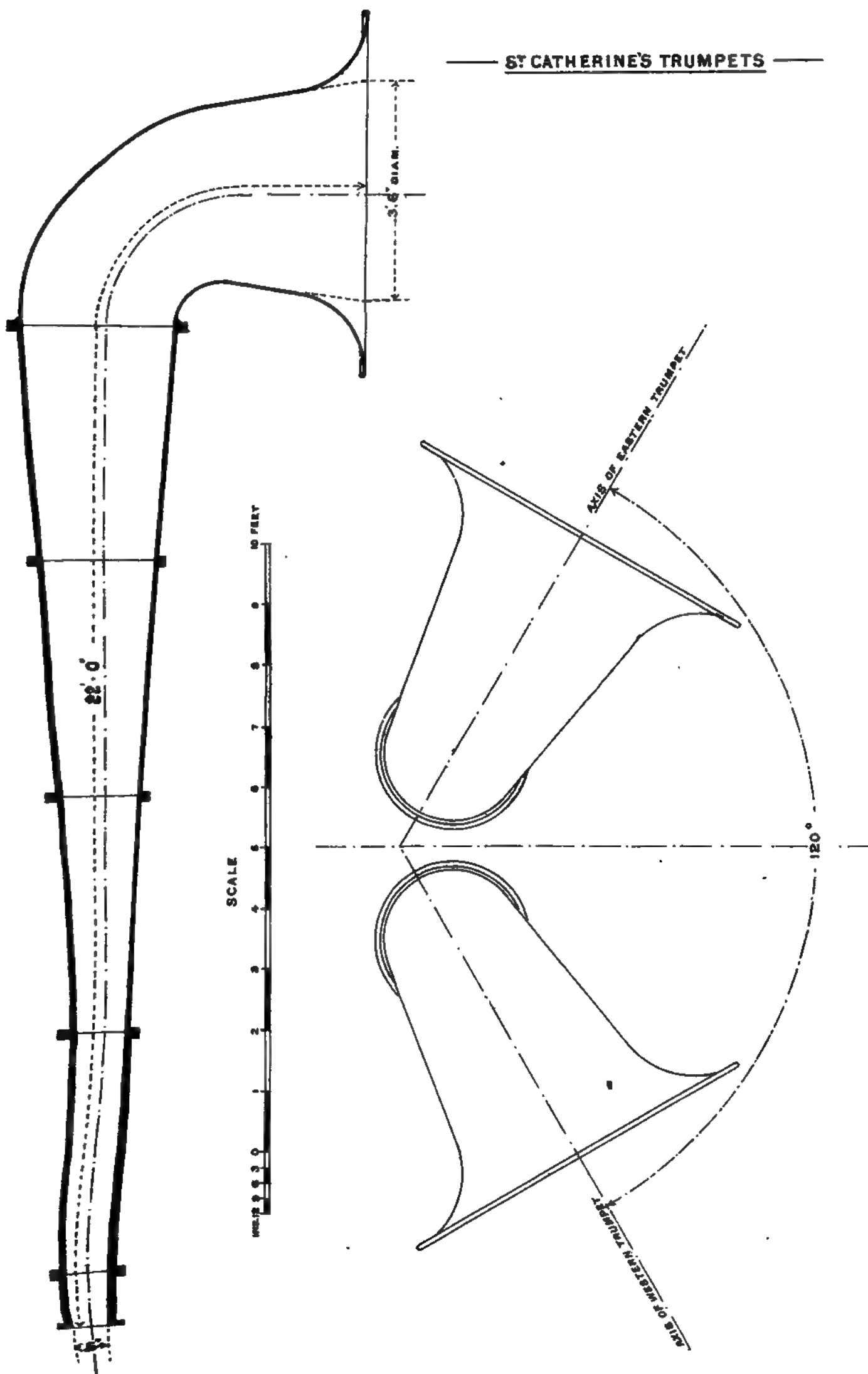
PORTS	
NUMBER	18
LENGTH	$\frac{11}{16}$ "
WIDTH	$\frac{1}{8}$ "
AREA.	5.74"



DETAILS OF REEDS

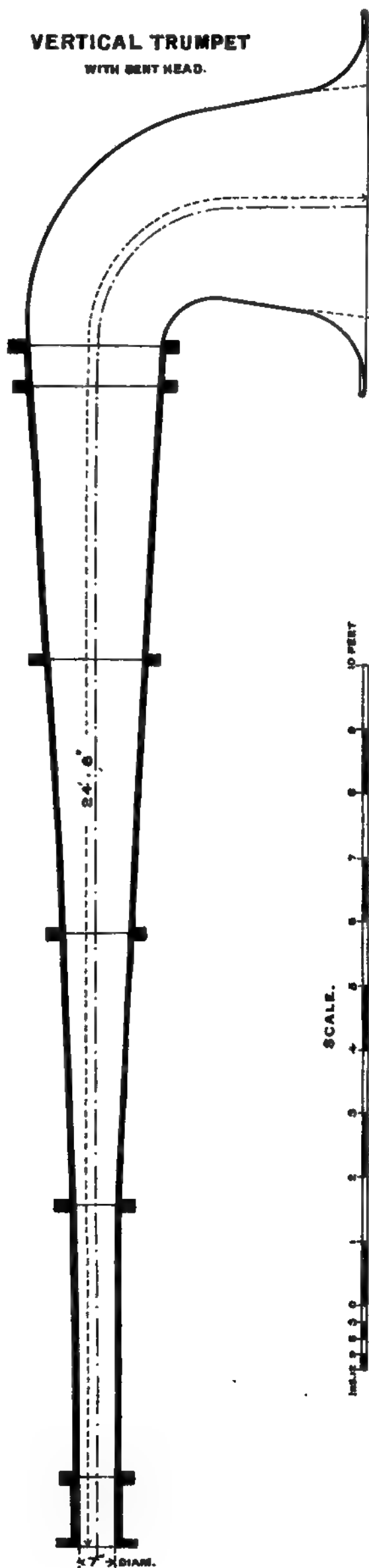


ON D-D.



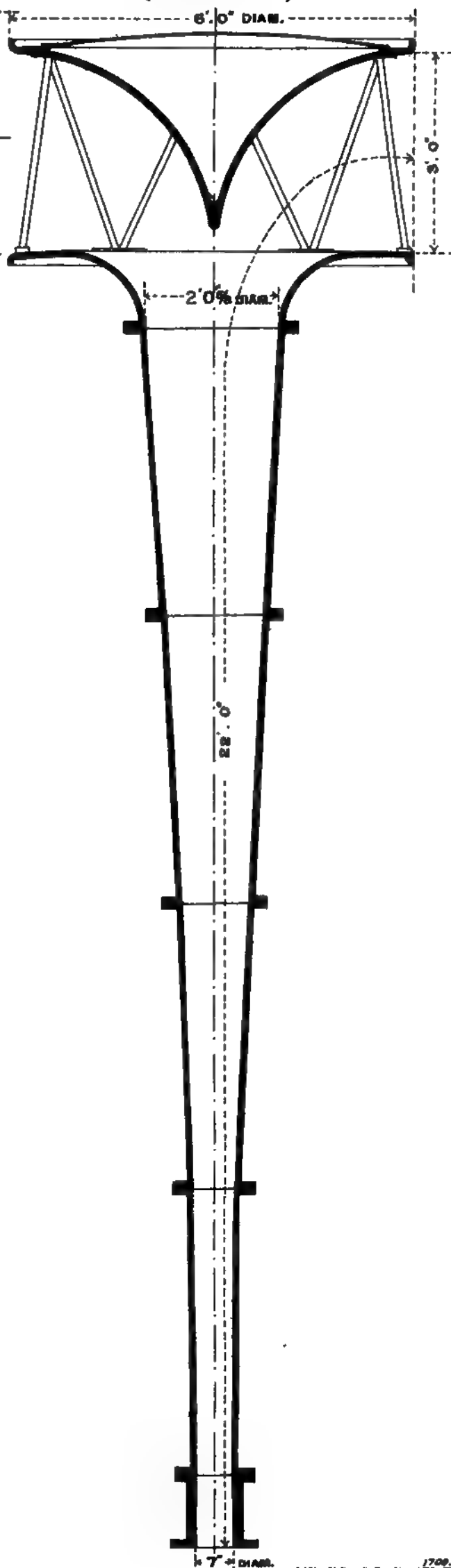
VERTICAL TRUMPET

WITH BENT HEAD.

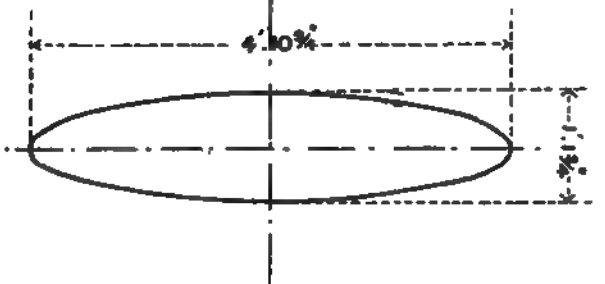
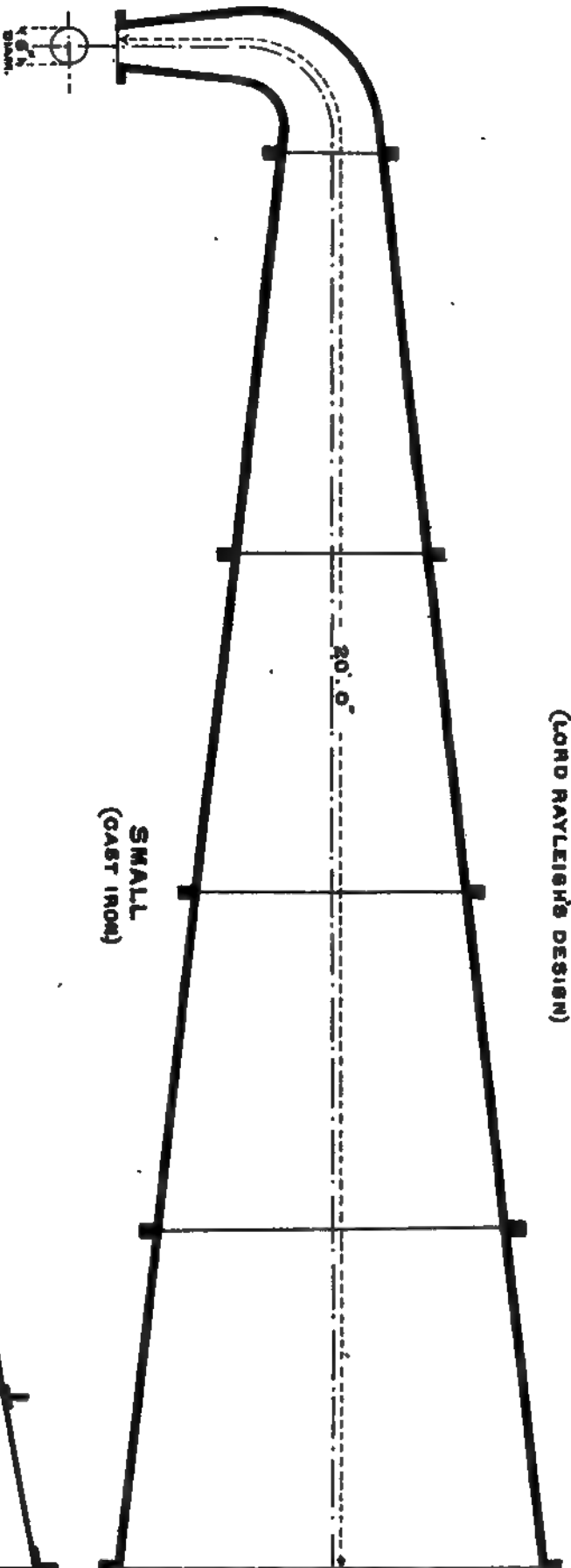


CASKETS TRUMPET

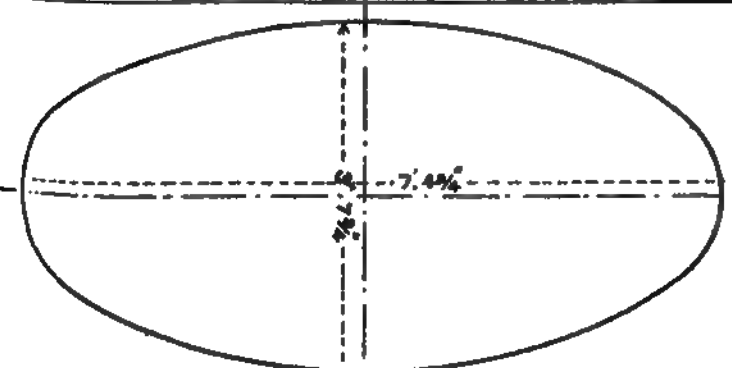
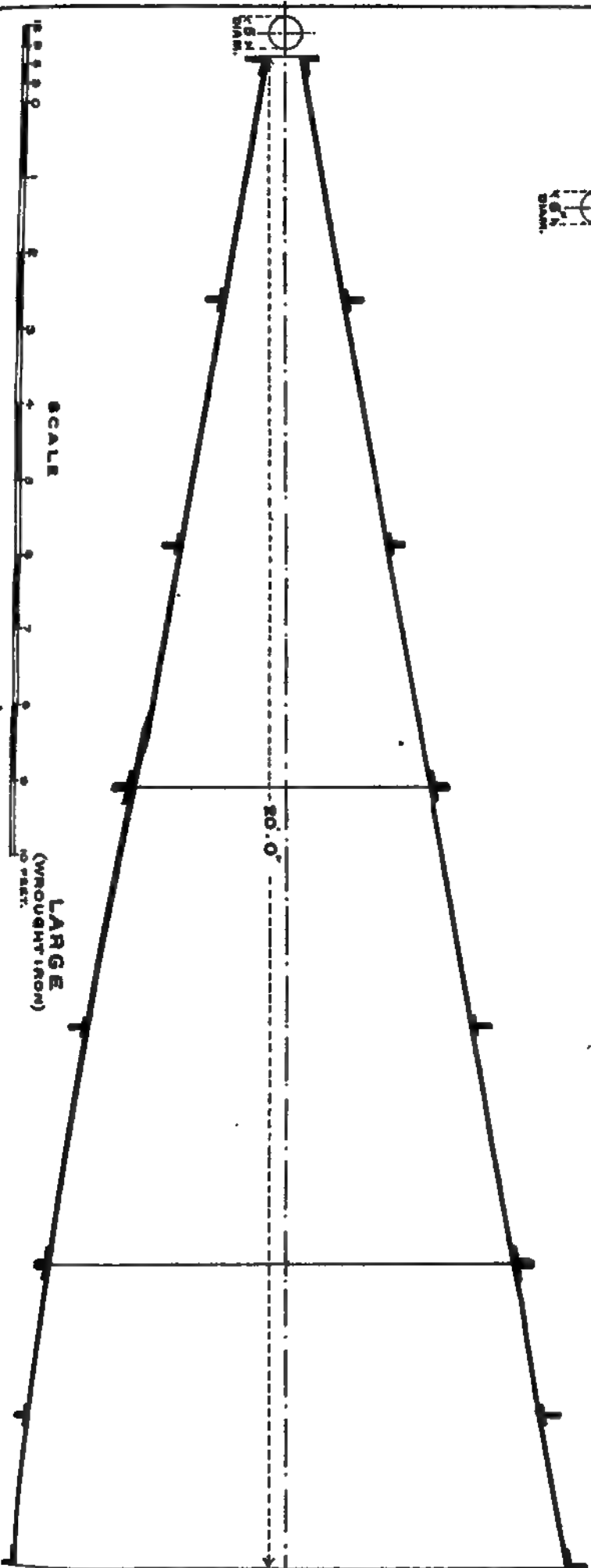
MUSHROOM HEAD
(TRINITY HOUSE)



SIREN TRUMPETS.
(LORD RAYLEIGH'S DESIGN)



SMALL
(CAST IRON)

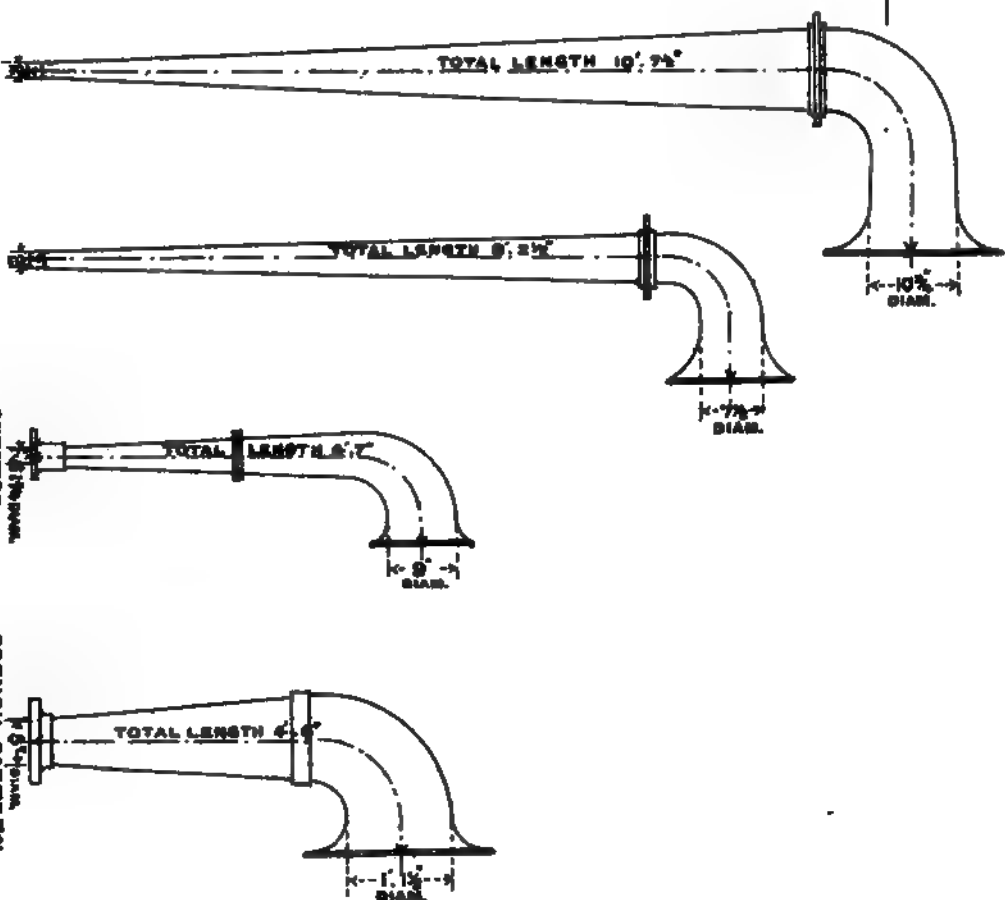
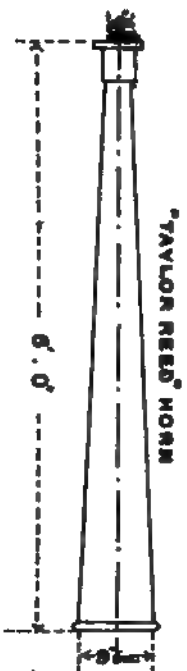
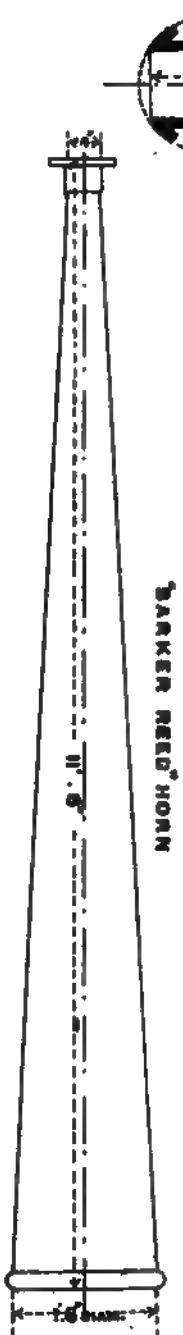
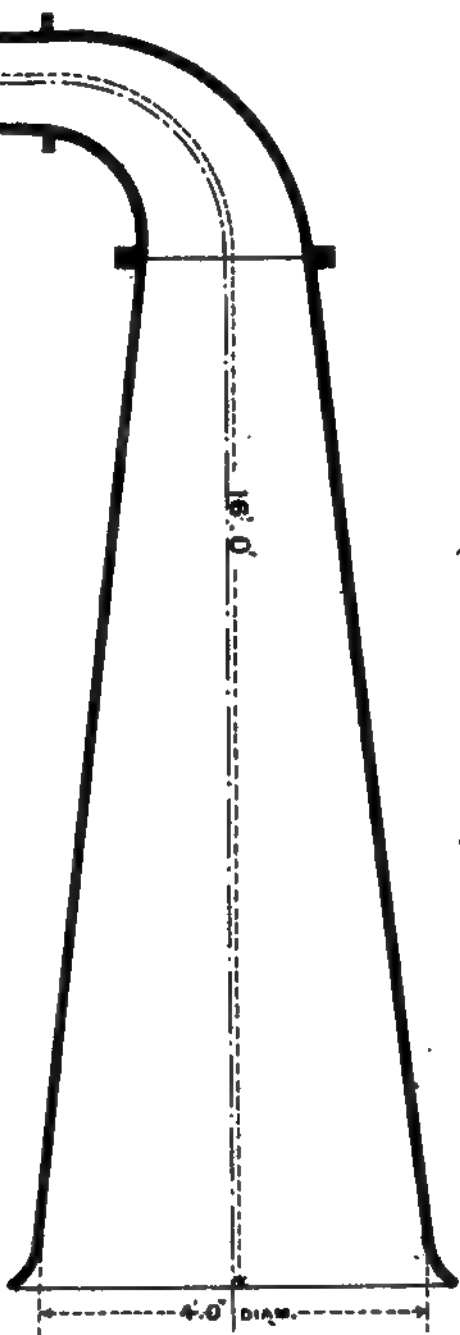


SCALE

LARGE
(WROUGHT IRON)

10 FEET.

GIRDLENESS (SCOTTISH SIREN TRUMPET)



REED HORNS.

APPENDIX IV.

Plates shewing Disposition of Instruments at St. Catherine's

PLATE I.—Arrangement of instruments at St. Catherine's.

PLATE II.—Siren trumpets at St. Catherine's.

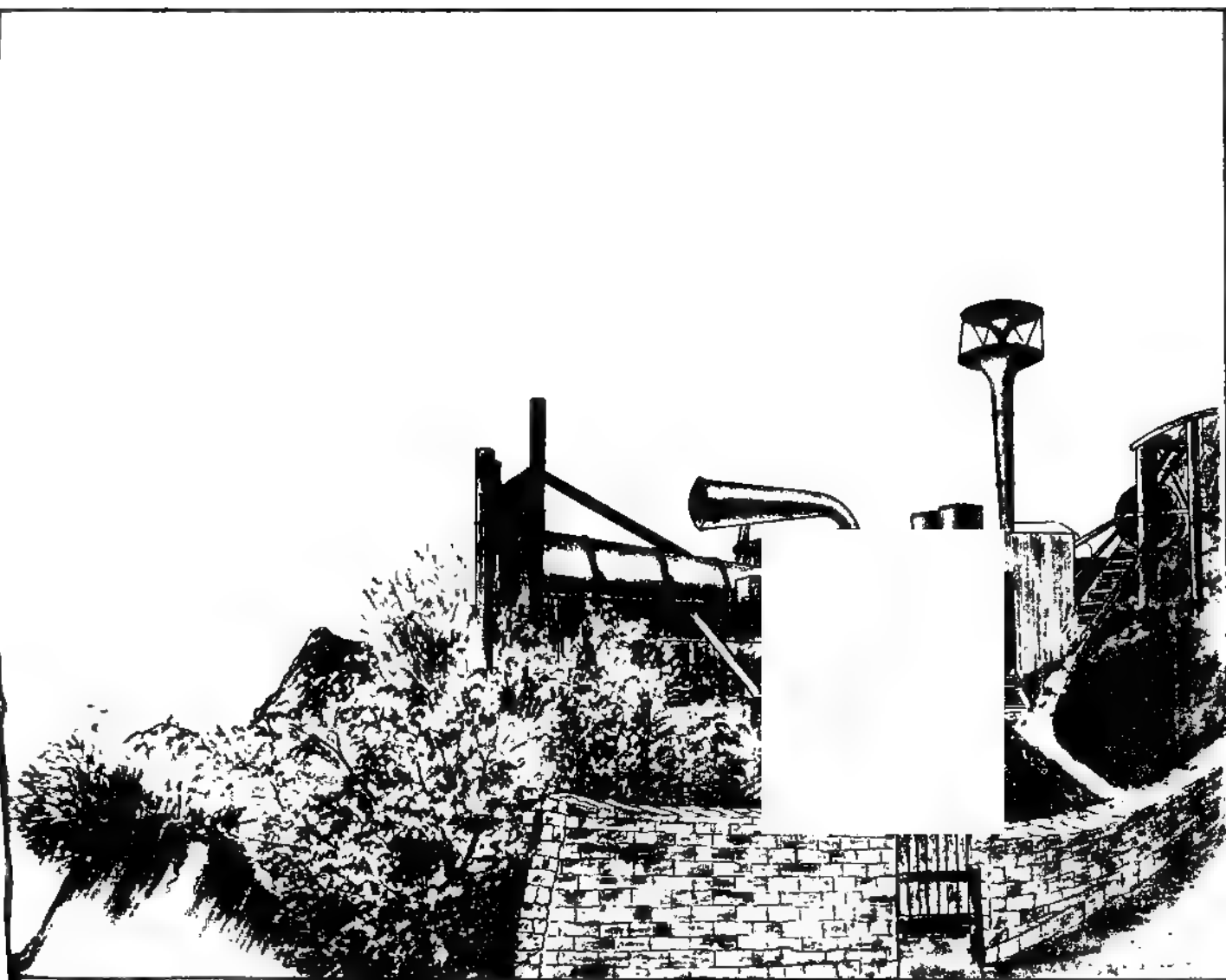
PLATE III.—Siren trumpets and reed-horns at St. Catherine's.

PLATE IV.—Reed-horns at St. Catherine's.

PLATE V.—Rayleigh trumpet with screen at St. Catherine's.

Plate II

Plate V.



1900-10-1901.

RAYLEIGH TRUMPET WITH SCREEN.

APPENDIX V.

Musical Scale.

VIB.
PER
SEC.
704

660

594

528

495

440

396

352

330

297

264

247.5

220

198

176

165

148.5

132

123.75

110

99

88

82.5

74.25

66

MUSICAL SCALE OF 3½ OCTAVES SHOWING

NUMBER OF VIBRATIONS PER SECOND FOR EACH NOTE.

APPENDIX VI.

Letter from Commissioners of Northern Lighthouses.

Northern Lighthouse Board, Edinburgh,
7th March, 1901.

SIR,

WITH further reference to your letter of 18th ultimo, regarding proposed trials of Coast Sound Signals, I am directed by the Commissioners of Northern Lighthouses to transmit, for the consideration of the Elder Brethren of the Trinity House, the following points which they are of opinion it would be useful to definitely settle, if time and funds can be set aside for the purpose :—

1. Which is most efficient, a siren using a given mass of air at, say 60 lbs. pressure, or a larger siren with larger ports, using an equal mass of air at say 30 lbs. pressure, the pitch of the note and length of blast being the same in both cases?
2. What is the minimum length of blast necessary to obtain practically full efficiency?
3. Whether is say a 7-second blast, or say a 5-second blast, most efficient, with the same total mass expenditure of air and pitch?
4. What is the lowest pitch of note that is effective?
5. Are two sirens of small size better than one siren of large size, the total mass expenditure of air, pitch, and length of blasts being the same?
6. Is the difference of the power of localization of a low and a high note of practical consequence, the two notes of course having first been equalised as regards carrying power?
7. In a double note siren, what is the best difference of pitch for the notes; should it be a full octave, or a one-ninth or one-sixth, or other interval?
8. Does the dipping of the axis of a horn below the horizontal lead to its more efficient action against a wind. How much dip is desirable in proportion to height?
9. Is a horizontal trumpet or a vertical trumpet the better, or no trumpet at all with a reflector?
10. What is the effect of elevation in position on the efficiency of fog signals, and whether, in the case of a cliff, it is preferable to place the horn on the top or down the face?

In making the experiments the following matters—which have been found by experience to influence the results—should, the Commissioners think, be kept in view.

In comparing the carrying power of 2 sounds, they should be sounded one immediately after the other at an interval of not more than 3 seconds, if possible, and their order of sounding should be reversed occasionally during the experiment.

The pitch of the notes and length of the blasts must be the same, unless the effect of difference of pitch or the difference of length of blast is being tested.

The mass of air used per second in each blast should be determined, from which the motive power absorbed can be deduced.

Any judging of the comparative loudness of sounds is not a test of their efficiency—running out to the limit of the range of their audibility is alone a test of the relative efficiency.

No tests of any kind should be made *down* the wind, it is only *against* the wind that useful experiments can be made.

It would facilitate the making of the experiments if a buoy were dropped at or near the limit of audibility for each experiment.

Assuming that the observations are to be made from the deck of a vessel, they should be made from one definite position in the ship—the observer's position with regard to deck houses, &c., being the same. A deck house, for example, *behind* an observer, makes a sound more easily heard.

The Commissioners presume the experiments will be confined to sound signals, but they are of opinion that if they could be extended to include a trial of Mr. Charles A. Stevenson's proposal to substitute for sound signals electric signals transmitted by a cable laid on the sea bottom, with a recorder on the vessel, important results might be obtained. The cable, which should be an armoured one of low resistance, about 3 ohms per knot, might be laid in a semicircle with a radius of say 5 or 3 miles off the lighthouse, and the signals sent through it by a dynamo driven by engines, and with a telephonic and bell recorder on the vessel.

It is thought that the Hertzian wave system need not be tried, as the locating of the position either as regards direction or distance is at present impossible with it.

I am, &c.,
(Signed) C. DICK PEDDIE,
Secretary.

The Secretary,
Trinity House, E.C.

[From a perusal of the report it will be found that the questions referred to in the above letter have been considered and dealt with where possible.]

APPENDIX VII.

Correspondence with Advisory Committee of Shipowners.

REED HORNS.

Trinity House, London, E.C.,
26th February, 1901.

DEAR MR. COOKE,

AT the recent meeting at the Board of Trade of the Advisory Committee on Lighthouses you are probably aware that the Deputy Master alluded to some fog signal experiments contemplated by the Trinity House, and intimated that a reed horn as used in Belfast Lough (which was strongly commended by one of the members of the Committee) should be tested against the siren signal as used in the lighthouse service.

In the necessary preliminary inquiry relating to this test it has been ascertained that to mount a *fac simile* of the Belfast horn for comparative trial would involve an outlay of about £500 pounds, while, on the other hand, an instrument on the reed principle known as the "Stentor," said to be an exceedingly powerful instrument of its kind, can be set up at a comparatively small cost, it being understood that the inventor is willing to lend an instrument for trial on very advantageous terms. In these circumstances the Deputy Master thinks it would be well to take advantage of the inventor's offer and use the Stentor horn for the purpose of making all comparisons with reed horns *versus* sirens and other sound producers, but before deciding upon this point he would be glad to be favoured with the views of the members of the Advisory Committee on the subject. It would of course be possible, if considered necessary at any time afterwards, to test the Belfast horn against the Stentor.

Captain Vyvyan also wishes me to say that it is proposed to commence the trials on 8th May next at St. Catherine's Point, in the Isle of Wight, and, knowing the great interest taken by shipowners in the development of the use of sound for signalling purposes at sea, that the Elder Brethren will have much pleasure in affording any of the members of the Advisory Committee every facility for observing any of the trials in which they may be interested.

(Signed) E. PRICE EDWARDS.

5, Whittington Avenue,
Leadenhall Street, E.C.
March 28th, 1901.

DEAR SIR,

I BEG to inform you that I laid your letter of the 26th ult. before this Committee at their meeting on the 21st inst.

In reply, I was instructed to convey the thanks of the Committee to the Elder Brethren for their invitation to attend the fog signal experiments commencing on 6th May next at St. Catherine's Point, Isle of Wight, and to acquaint you that one or two members of the Committee hope to be able to attend the experiments, and that they desire to be accompanied by their nautical superintendents.

I was, at the same time, instructed to state that my Committee would be glad to be favoured as early as possible with some information as to the arrangements which the Elder Brethren propose to make for the reception of the members of this Committee during the progress of the trials.

This Committee would also desire to know beforehand particulars of the experiments proposed to be carried out.

In reference to your remarks in your letter of 26th ult., the Committee are desirous that I should state that, of course, they will be very pleased to consider any experiments made by the instrument to which you refer, which is on the reed principle and known as the Stentor, but the opinion of the Committee is very strongly that the reed horns which are in use in Belfast Lough, and which are so well reported upon, should also be experimented with. I was desired to impress this upon you emphatically, and I beg to enclose for your information a statement in regard to the fog signals in use in Belfast Lough.

Mr. John Taylor, engineer, of Liverpool, has brought out an improved reed horn which he claims to be superior to the horns at Belfast, and it is understood that he is willing to supply free of charge the sound producing portion of this horn for the experiments, and I would suggest that you should communicate with Mr. Taylor.

My Committee presume that the Trinity House will be in a position to supply compressors to work the horns, and that the makers of the various sounding instruments will be allowed to be present both on board the steamer and at the place where the instrument is placed.

Yours faithfully,

W. H. COOKE,
Hon. Secretary.

E. Price Edwards, Esq.,
Trinity House, London, E.C.

(Copr.)

FOG SIGNALS IN USE IN BELFAST HARBOUR.

No. 1 Lighthouse

Is a three reed horn, Barker's patent, manufactured by Messrs. Fawcett, Preston, & Co., of Liverpool, is driven by a 4-brake horse-power vertical oil engine manufactured by Campbell, of Halifax, is pronounced by shipmasters to be a great success and is considered to be about the most distinctive fog signal on the Irish coasts. It was built to carry five miles, but, as a matter of fact, has been heard at a distance of ten miles; total cost, fitted up ready for use, £365.

Twin Island Lighthouse

Is a double horn with single reeds, driven by a horizontal 6-brake horse-power oil engine by Campbell, of Halifax; the horns, &c., were manufactured by Messrs. Stevens & Struthers, of Glasgow, who do the Northern Lights Board work. It is also a great success.

Neither of these horns give any trouble in working, as they are handled by unskilled seamen, and the action in the sound signals is automatic. The total cost of the Twin Island horn, ready for use, was £325; cost of house to contain machinery, &c., and extras, £172. In the case of No. 1 lighthouse no extra building was necessary, but changes for boats, men, tugboats, fitting up, &c., are all included.

Trinity House, London, E.C.,
2nd April, 1901.

DEAR SIR,

I BEG to acknowledge the receipt of your letter of 28th ult. on the subject of the proposed fog signal experiments at St. Catherine's Point, Isle of Wight, which I have duly laid before the Trinity House Fog Signal Committee.

In reply, I am requested to inform you that while it will give the Elder Brethren much pleasure to receive such members of the Advisory Committee as may be able to attend the trials, they regret that they cannot extend the invitation to their nautical superintendents, especially as they think it may be assumed that the members of the Trinity House Fog Signal Committee will possess all requisite nautical knowledge concerning the use of fog signals and the needs of mariners in respect thereof, and will be able to give the attending members all necessary information on the subject, and they will also have the advantage of the scientific knowledge of Lord Rayleigh in the conduct of the experiments.

With reference to your request to be informed of the arrangements proposed to be made for the reception of the members of the Advisory Committee during the progress of the trials, I am to observe that it is doubtful whether the members attending the trials would wish to go through the whole complex programme which must necessarily be carried out, involving frequent repetitions of the comparisons under varying conditions of wind and weather, and trials of detailed arrangements in which they would probably have little interest. It is, however, hoped that it may be possible on one or two days towards the end of May to exhibit results of a practical character which the members of the Advisory Committee would be able readily to appreciate.

As soon as such a demonstration can be arranged, the Elder Brethren will take care to give you timely notice thereof, and would suggest that the members attending should be at Portsmouth or Southsea on the evening before the day arranged, join the "Irene" the next morning, and be landed again at night after witnessing the trials arranged. This programme could be repeated if necessary on the following day or days, it being understood that while on board the "Irene" the members will be the guests of the Elder Brethren.

As regards your request to be furnished with particulars of the experiments proposed to be carried out, I am requested to inform you that in the practical working of the coast sound signal system for the warning of mariners in time of fog sundry questions have

from time to time arisen in connection with the sound producing instruments employed which require to be determined by experimental trial, and this necessity has led to the institution of the proposed series of experiments.

The sirens now in use are sounded by means of compressed air, and although the apparatus is theoretically adjusted to give the best results, it is considered essential to determine if possible by practical observations of effects produced, the pressure on the square inch, and the volume of air admitted to the siren chamber, which respectively, and in conjunction, yield the best sonorous effect and enables the sound to penetrate to the greatest distance at sea in all weathers.

This involves questions connected with the diameter of the siren cylinder and the port areas cut in it, and is in great measure an engineering matter. There is also the question of the form and material of the trumpet or projector which requires further experimental investigation and will entail numerous trials, with the object of determining how arcs of, say from 60° to 180° or even 360° may most completely be covered by effective sound in time of fog, and also as to the proper angle at which the axis of the trumpet should be fixed relatively to the horizon and the sea level.

Further points for experiment will be on the relative values of notes of different pitch and the number of vibrations in the sound wave most suitable for producing a note of the greatest penetrating power.

The question whether reflectors can be made serviceable for augmenting the sound emitted in the direction required is also regarded as one of importance deserving a practical test. After these trials will follow the comparison of instruments sounded on the siren principle with those sounded by means of reeds as respects their relative efficiency for fog signal purposes. In this connection the Elder Brethren have arranged to test the reed horns in use in their own service in comparison with the Stentor horn, and also with the reed horn of the type used in Belfast Lough, and each of them against the service siren as now used, which it is understood will meet the views of the Advisory Committee.

In reference to the improved reed horn of Mr. John Taylor, of Liverpool, I am requested to say that as the Elder Brethren have no knowledge of the instrument or of its patentee, they will be obliged if you will be so good as to suggest to Mr. Taylor that he should communicate with the Trinity House.

In reply to the concluding paragraph of your letter, I am to inform you that the Trinity House will be in a position to supply compressed air up to a pressure of 60 lbs. on the square inch to work the horns which are to be subjected to trial, and that, with some restrictions to be imposed by the Trinity House engineer, the maker or patentee of any horns will be allowed to be present at the place where his instrument is set up, but that it is not, in the opinion of the Elder Brethren, desirable that he should be with the observing party on board the steamer, who would be the judges of the performance of his instrument.

I am, &c.,

(Signed) E. PRICE EDWARDS.

W. H. Cooke, Esq., Hon. Sec.,
Advisory Committee on New Lighthouse Works,
5, Whittington Avenue, Leadenhall Street, E.C.

5, Whittington Avenue,
Leadenhall Street, E.C.,
17th April, 1901.

DEAR SIR,

I BEG to inform you that your letter of the 2nd inst., has now been submitted to the members of the Advisory Committee and that I am instructed by the Chairman of the Committee (The Hon. J. C. Burns of Glasgow) to inform you that the Advisory Committee much regret that the Elder Brethren cannot see their way to allow the members of the Advisory Committee to be accompanied by one or two of their marine superintendents or ship's captains at the proposed fog signal experiments. The Chairman, also, desires me to state that, with all due respect to the nautical knowledge of the Fog Signal Committee of the Trinity House and to the scientific acquirements of Lord Rayleigh, the members of the Advisory Committee adhere to their view that in such a matter as that of the proposed fog signal experiments, the opinion of practical navigators of the present day who are in the constant habit, in the course of their professional pursuits, of hearing fog signals at sea is, and must be, of very great value.

I am, further, directed to state that the Advisory Committee note that towards the end of May it is proposed to exhibit for their information results of a practical character and they desire me to convey to the Elder Brethren their best thanks for their invitation to be on board of the "Irene" for one or two days. The Advisory Committee presume that, when settled, due intimation of the arrangements proposed will be given to them.

I am to add that the Advisory Committee trust that the makers and patentees of the different reed horns will, during the proposed fog signal experiments, be restricted as little as possible and that each maker or patentee will be allowed to demonstrate the capacities of his own instrument to what he considers the fullest advantage.

I am, Dear Sir,

Yours faithfully,

W. H. COOKE,
Hon. Secretary.

E. Price Edwards, Esq.,
Clerk to the Fog Signal Committee,
Trinity House, E.C.

Trinity House, London,
29th April, 1901.

DEAR SIR,

I HAVE laid before the Fog Signal Committee your letter of 17th inst., the contents of which have been noted. I will advise you as soon as the arrangements for the attendance of the Advisory Committee at the fog signal experiments are complete.

Yours faithfully,

(Signed) E. PRICE EDWARDS.

W. H. Cooke, Esq., Secretary,
Advisory Committee on Lighthouse Works.

"Irene" Steam Vessel,
Off St. Catherines,
24th May, 1901.

DEAR MR. COOKE,

THE Fog Signal Committee wish me to inform you that the Barker reed horn purporting to represent the reed horn in Belfast Lough and sent for trial to St. Catherines at the initiation of the Advisory Committee, has up to now made a very indifferent performance, and the Committee cannot but think that some mistake or misapprehension exists as regards the instrument in question. The makers of the horn have set it up but the operator who was in charge of it and who conducted the preliminary trials has now left St. Catherines. The Committee believe that the Advisory Committee would not like to be acting under a misapprehension in regard to the Barker horn, and the Elder Brethren themselves would prefer that the best horn of the type should be submitted for trial, they therefore wish me to inform you of the facts and to request that you will be so good as to communicate them to the Advisory Committee for such action as they may consider desirable to take under the circumstances.

(Signed) E. PRICE EDWARDS.

5, Whittington Avenue,
Leadenhall, Street, E.C.,
25th May, 1901.

DEAR MR. EDWARDS,

ACCORDING to the latest information which I have received I think that the Advisory Committee will be represented at the fog signal experiments next week by the Right Hon. W. J. Pirrie, Mr. Alfred L. Jones (Liverpool), and Mr. J. B. Adam (Newcastle-on-Tyne). I have heard nothing from Mr. F. L. Heyn (Belfast), so that he will probably not be present.

I saw Mr. Pirrie on Thursday, and he told me that he did not like the idea of staying at the "Keppel's Head." He said that he had previously stayed at a big hotel with large rooms about four minutes walk from Southsea Beach, and he proposed to stay there again. He could not remember the name of the hotel, but probably you may be able to recognise it from its proximity to Southsea beach.

I am sorry that this is all the information I am able to give you, and as I am going out of town for a few days for the Whitsuntide recess I shall not be able to again communicate with you before the experiments take place.

Yours faithfully,

W. H. COOKE,
Hon. Secretary.

E. Price Edwards, Esq.,
Trinity House Yacht "Irene,"
Portsmouth Harbour, Portsmouth.

(Copy.)

Portsmouth Harbour, "Irene,"
26th May, 1901.

DEAR SIR,

I HAVE received a letter from Mr. Cooke telling me that in accordance with previous arrangement some members of the Advisory Committee will probably be at Portsmouth on Wednesday afternoon, with the object of going out in the "Irene" on the following morning to witness some of the trials of fog signals which are being carried out at St. Catherine's Point, in the Isle of Wight. As it is not quite clear at what hour you will be at Portsmouth, and Mr. Cooke is not now in town, may I ask that you will be so good as to let me know by wire or letter the train by which you will come down on Wednesday, or the hotel at which you will put up, so that I may communicate with you as to taking you off to the "Irene." The Elder Brethren wish me to add that they will be very pleased if the members of the Committee will dine with them on Wednesday evening on board the "Irene," at 7.30, if they arrive at Portsmouth sufficiently early; and the necessary arrangements will be made for bringing them off and taking them on shore after dinner.

A note or wire addressed to me on board "Irene," Portsmouth Harbour, will find me about 7 o'clock any evening.

Yours faithfully,

(Signed) E. PRICE EDWARDS.

Alfred L. Jones, Esq.

(Copy of letter to Mr. Cooke, re Barker signal, sent to Mr. Jones with this letter.)

African House,
6, Water Street, Liverpool,
28th May, 1901.

MY DEAR SIR,

I AM duly in receipt of your kind invitation for Wednesday evening, but I think under the circumstances—first of all, Mr. Pirrie cannot go, and as the fog horn is not the kind we would like to try—I scarcely think it is worth our while going down. I none the less appreciate your kind offer of hospitality.

Yours faithfully,

ALFRED L. JONES.

E. Price Edwards, Esq.,
Trinity Steam Yacht "Irene,"
Portsmouth.

African House,
6, Water Street, Liverpool,
28th May, 1901.

MY DEAR CAPT. VYVYAN,

I AM duly in receipt of your letter dated 24th May, and thank you for the information. If the fog horns sent down are not the proper things to try, then it is no use our inspecting them. I have wired Pirrie and Adam to this effect. Pirrie was doubtful about going, but Adam and I were to go to-morrow. However, after having received your letter, we have decided not to go.

I still maintain the Belfast Loch reed horn is perfect. It costs £360, and you have the opinion of Mr. Pirrie, which may be relied on. We have been greatly guided by Mr. Pirrie.

We hope that there will be a trial of the Taylor instrument.

Yours faithfully,

ALFRED L. JONES.

Capt. Vyvyan, London.

African House,
6, Water Street, Liverpool,
31st May, 1901.

MY DEAR SIR,

I CONFIRM telegram sent you, reading as follows:—

"Be glad if you kindly allow fresh set reeds fitted Belfast horn free expense;
Trinity reeds will be St. Catherine's Monday;"

and trust that the reproduction of the Belfast horn will now prove as effective as the original at Belfast.

I am, yours truly,

ALFRED L. JONES.

Captain Vyvyan,
Trinity Steamer "Irene,"
Portsmouth Harbour

Per J. L. M.

African House,
6, Water Street, Liverpool,
1st June, 1901.

MY DEAR SIR,

VERY many thanks for your kind telegram, reading as follows :—

"With pleasure ; experiments postponed till Friday next ; will write."

Yours faithfully,

ALFRED L. JONES.

Per J. L. M.

Captain G. R. Vyvyan,
Trinity House, London, E.C.

Liverpool, 1st June, 1901.

DEAR SIR,

WE HEAR from Mr. A. L. Jones that he has been in communication with Captain Vyvyan with a view to having a further trial of our horn with fresh reeds in it, and that it has been arranged to have this further trial on Friday next.

We will, therefore, send the other reeds down to St. Catherine's on Wednesday next by Captain Barker, the patentee of the horn, who will fit them in on Thursday ready for trial on Friday which we trust will be convenient.

We are, dear Sir,

Yours faithfully,

H. A. MALVERN.

For Fawcett, Preston & Co., Ltd.

T. Matthews, Esq.,
Trinity House, London.

African House,
6, Water Street, Liverpool,
4th June, 1901.

DEAR SIR,

I THANK you for your kind letter of the 31st ult. The makers of the two horns advise me that they will be quite ready for Friday's experiments. One great complaint of the captains against the sirens is that they cannot be heard against the breeze. I think it best to mention this, although I have no doubt that experiments will be made against the wind with your sirens.

Yours truly,

ALFRED L. JONES.

Captain Vyvyan,
Forest Lodge, Shooter's Hill, Kent.

Forest Lodge, Shooter's Hill,
4th June, 1901.

DEAR MR. JONES,

WE decided to-day to continue various experiments which have not yet been concluded, chiefly with regard to elliptical trumpets and our reed horns, and that it would not be convenient to fix a day for the re-trial of the Barker horn until Wednesday the 12th inst., on which day we shall repeat the experiment which we tried last Thursday, and it will give the Committee great pleasure to receive you that day with any other of the Advisory Committee who may wish to accompany you, and to show you everything that we are doing should you wish it.

I regret that I may not be able to be down at St. Catherine's myself as I have too much to do in London, but the rest of the Committee, or most of them, will be there, and will be glad to see you.

May I ask you to let our clerk know whether you propose to attend as soon as you have decided, and who the party will consist of.

E. Price Edwards, Esq.,
Trinity Yacht "Irene,"
Portsmouth Harbour,

will find him after Thursday evening.

With kind regards, yours truly,

G. R. VYVYAN.

P.S.—I understand that Mr. Taylor has withdrawn his horn.

African House,
6, Water Street, Liverpool,
7th June, 1901.

MY DEAR SIR,

I THANK you for your letter of the 4th; also for your telegram of to-day, reading as follows :—

“Deputy Master Trinity House asks whether Advisory Committee propose going St. Catherine’s Wednesday.”

I regret that, owing to previous engagements, it is impossible for me to accept your kind offer, and was therefore compelled to telegraph you :—

“Regret exceedingly impossible attend fog signal experiments Wednesday owing previous engagements.”

Yours faithfully,

ALFRED L. JONES.

Per J. L. M.

Captain Vyvyan,
Forest Lodge, Shooter’s Hill, Kent.

LONDON:
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By DARLING & SON, Ltd., 34-40, BACON STREET, E.

1901.

JAN 10
MAY 25 10

GENERAL LIGHTHOUSE FUND.

1900-1901.

AN ACCOUNT of the GENERAL LIGHTHOUSE FUND, under the Acts 57 & 58 Vict. c. 60, s. 679, and 61 & 62 Vict. c. 44, showing the INCOME and EXPENDITURE for the Year ended 31st March 1901.

(PRESENTED PURSUANT TO ACT 57 & 58 VICT. CAP. 60. SEC. 979.)

*Ordered, by The House of Commons, to be Printed,
16 January 1902.*

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(B.)

STATEMENT of the SUMS expended for New Works in BUILDING LIGHTHOUSES, &c. in the United Kingdom, from 1st April 1900 to 31st March 1901.

NATURE OF WORK.	Expenditure during the Year ended 31st March 1901.			Total including Expenditure in previous Accounts.		
ENGLAND :						
Lighthouses :	£.	s.	d.	£.	s.	d.
Foreland, Bristol Channel (lighthouse) - - - -	6,557	18	-		14,236	18 11
Beachy Head (re-erection of lighthouse) - - - -	17,277	8	3		26,537	4 2
St. Mary's Isle (lighthouse in place of Tynemouth Light- house discontinued) - - - -	-	6	-		* 6,568	1 3
Hartland Point (protection of cliff) - - - -	85	8	10		501	2 10
St. Ann's Head, Milford (improvement of light and fog signal) - - - -	169	11	4		3,906	- 6
Pendeen (lighthouse and fog signal) - - - -	8,767	19	9		15,475	- 7
Skerries (improvement of fog signal) - - - -	2,634	-	10		2,797	6 9
Jennings Point, River Thames (light) - - - -	336	1	7		336	1 7
Dovercourt (conversion to gas) - - - -	871	8	-		871	8 -
Caskets (improvements of fog signal) - - - -	230	8	1		230	8 1
Bardsey (improvement of fog signal) - - - -	205	10	6		205	10 6
Light Vessels :						
No. 68, light vessel with fog signal (to replace Dudgeon, lost) - - - -	11,083	18	5		† 10,927	18 11
No. 69, light vessel with fog signal (to replace vessel lent to Admiralty for Dover Pier Works) - - - -	11,290	4	4		† 15,497	18 10
"Triton" (steamer to replace old "Triton," condemned) - -	10,395	11	6		10,399	1 6
Peasance Store (improvement of premises) - - - -	8,323	12	3		4,640	19 4
				72,631	2	8
IRELAND :						
Lighthouses :						
Fastnet Rock (re-erection of lighthouse) - - - -	10,187	2	4		53,862	10 10
Eagle Island (shore dwellings) - - - -	540	3	11		3,948	11 5
Chaines Memorial Tower, Larne Harbour (lighthouse) - -	5	15	8		869	9 5
Black Head, co. Antrim (lighthouse and fog signal) - -	4,739	10	7		4,866	12 10
Skelligs and Inishtearaght (shore dwellings) - - - -	4,795	11	2		6,542	17 -
Bull Rock (fog signal) - - - -	1,701	1	6		2,144	3 10
Inishowen (fog signal) - - - -	1,948	11	11		4,555	12 1
Mew Island (improvement of fog signal) - - - -	85	4	6		3,433	1 -
Loop Head (fog signal) - - - -	25	18	-		284	9 6
Howth Bayley (improvement of light) - - - -	3	2	-		3	2 -
Carlingford Bar (improvement of light) - - - -	36	-	-		107	8 3
Light Vessels :						
"Kittiwake" (to replace the "Puffin," lost) - - - -	326	-	-		10,820	12 6
"Seagull" (to replace the late "Seagull," condemned) - -	3,815	9	6		3,883	7 -
Buoys and Beacons :						
South Shear, Rosslare, co. Wexford (lighted sounding buoy)	149	19	-		852	4 10
Aughanish Point, Lower Shannon (buoy) - - - -	50	-	-		50	- -
				28,409	10	-
SCOTLAND :						
Lighthouses :						
Tiupan Head (lighthouse) - - - -	3,485	4	1		9,785	9 8
Killantringan, Port Patrick (lighthouse and fog signal) -	2,075	10	10		13,069	1 10
Barness (lighthouse) - - - -	4,340	5	6		7,515	15 4
Flannan Islands, Hebrides (lighthouse) - - - -	1,947	19	3		20,847	9 5
Pladda (improvement of light) - - - -	1,414	16	1		2,434	4 6
Butt of Lewis (fog signal) - - - -	47	12	7		6,618	5 11
Dunnott Head (fog signal) - - - -	37	7	1		5,675	- 7
Bell Rock (improvement of light) - - - -	7	15	6		7	15 6
Bass Rock (lighthouse) - - - -	1,554	11	2		1,567	3 2
Girdleness (fog signal) - - - -	1,067	2	2		1,067	2 2
Clett Tower, Orkneys (minor light) - - - -	406	7	3		406	7 3
Hoxa Head, Orkneys (minor light) - - - -	392	6	3		392	5 3
Otter Rock, Islay (gas-lighted boat) - - - -	1,504	7	11		1,504	7 11
Brenasclate, Loch Roag (beacon light) - - - -	392	9	2		392	9 2
Buneman, Mull (beacon light) - - - -	528	18	11		528	18 11
Duart Point, Mull (beacon light) - - - -	362	17	1		362	17 1
				19,565	9	10
	£.			120,606	2	6
					280,479	17 11

* Net amount, after deducting £5,500^l. received from War Office, as contribution towards new lighthouse† Net amount, after deducting £4,500^l. received as compensation for loss of Dudgeon Light Vessel.‡ Admiralty will repay annually 2,275^l. for the use of the light vessel lent.

(C.)

STATEMENT of the BALANCE in Hand at the close of the Account for 1900-1901.

PARTICULARS OF BALANCE.			CASH.		
	£.	s. d.	£.	s. d.	
In the hands of His Majesty's Paymaster General (adjusted for outstanding Orders) - - - - -	-	- -	39,898	1 6	
Amount due from other Services - - - - -	-	- -	89,410	15 1	
In the hands of Trinity House - - - - -	6,013	6 1			
" " Commissioners of Irish Lighthouses - -	3,404	13 2			
" " Commissioners of Northern Lighthouses -	7,952	0 9			
			17,370	- -	
			96,678	16 7	
Less-- Amount due to Sundry Sub-Accountants - -	-	- -	2,145	6 11	
	£.		94,533	9 8	

Securities--

	£.	s. d.
2½ per cent. Consols - - - - -	20,000	- -
2½ per cent. Stock - - - - -	201,244	18 5
	221,244	18 5

Exchequer and Audit Department, Somerset House,
London, W.C.

I HEREBY certify that the Statement of the Account of the General Lighthouse Fund, as rendered by Sir T. W. P. Blomefield, Bart., Assistant Secretary to the Board of Trade, from 1st April 1900 to 31st March 1901, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict. c. 39, and that the Charge and Discharge on the said Account are as follows :--

	£.	s. d.
Charge - - - - -	657,386	12 1
Discharge - - - - -	562,853	2 5

and that on the said Account the Accounting Officer is indebted in the sum of Ninety-four thousand five hundred and thirty-three pounds nine shillings and eightpence.

Given under my hand this 7th day of January 1902.

(signed) D. C. Richmond,
Comptroller and Auditor General.

GENERAL LIGHTHOUSE FUND.

1900-1901.

AN ACCOUNT of the GENERAL LIGHTHOUSE FUND
under the Acts 57 & 58 Vict. c. 60, s. 679, and
61 & 62 Vict. c. 44, showing the INCOME and
EXPENDITURE for the Year ended 31st March 1901.

(Printed pursuant to Act 57 & 58 Vict. Cap. 60.
Sec. 679.)

Ordered, by The House of Commons, to be Printed,
16 January 1902.

[Price 1d.]

GENERAL LIGHTHOUSE FUND.

1901-1902.

AN ACCOUNT of the GENERAL LIGHTHOUSE FUND, under the Acts
57 & 58 Vict. c. 60, s. 679, and 61 & 62 Vict. c. 44, showing the
INCOME and EXPENDITURE for the Year ended 31st March 1902.

(PRESENTED PURSUANT TO ACT 57 & 58 VICT. CAP. 60. SEC. 679.)

*Ordered, by The House of Commons, to be Printed,
16 December 1902.*

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
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E. PONSONBY, 116, GRAPTON STREET. DUBLIN.

AN ACCOUNT of the GENERAL LIGHTHOUSE FUND

RECEIPTS.				AMOUNT.	
				Cash.	Securities.
				£. s. d.	£. s. d.
BALANCE, 1st April 1901	-	-	-	94,330 9 8	221,344 10 6
LIGHTHOUSES IN THE UNITED KINGDOM :					
(1.) Light Dues collected	-	-	-	£. s. d. 216,236 12 4	
	Trinity House.	Irish Lighthouses.	Northern Lighthouses.		
	£. s. d.	£. s. d.	£. s. d.		
(2.) Proceeds of Sale of old Plant, Stores, &c., and Percentages for extraneous Services	1,494 1 2	407 14 9	327 7 6		
(3.) Rents of disused Lighthouse Property	46 11 2	41 10 -	189 18 6		
	£. 1,580 12 5	449 4 9	717 5 11	2,706 2 1	
				612,002 15 4	
LIGHTHOUSES ABROAD :					
Races and Minicoy Lights :					
Dues collected as under :					
				£. s. d.	
Bombay	-	-	-	750 18 2	
Burmah	-	-	-	924 2 2	
Calcutta	-	-	-	2,800 17 4	
Ceylon	-	-	-	821 14 8	
Madras	-	-	-	489 4 4	
Mauritius	-	-	-	24 18 6	
Penang	-	-	-	128 14 11	
Singapore	-	-	-	2,574 10 8	
Ports in the United Kingdom	-	-	-	2,599 8 6	
				11,164 7 -	
INTEREST ON INVESTMENTS				5,581 2 4	
				620,201 14 6	221,344 10 6

under the Act 57 & 58 Vict. c. 60, for the Year ended 31st March 1902.

EXPENDITURE.					AMOUNT.	
					Cash.	Securities.
					£. s. d.	£. s. d.
	Trinity House.	Irish Lighthouses.	Northern Lighthouses.	TOTAL.		
LIGHTHOUSES IN THE UNITED KINGDOM :	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
(1.) Maintenance of Lighthouses - - -	42,870 17 6	25,042 7 -	27,161 5 3	108,774 9 8		
(2.) Maintenance of Light Vessels - - -	74,807 9 8	16,153 6 -	1,209 12 8	92,170 8 5		
(3.) Maintenance of Buoys and Beacons - -	6,793 8 -	1,492 17 11	2,084 6 2	11,370 14 3		
(4.) Maintenance of Steam Vessels - - -	46,419 4 6	16,948 12 7	20,248 18 7	87,637 16 10		
(5.) Maintenance of District Storehouses, &c.	14,487 7 6	4,662 12 9	721 6 2	19,869 4 6		
(6.) Head Office Expenses - - - - -	21,733 16 6	7,271 17 2	6,897 10 4	35,915 4 1		
(7.) Miscellaneous Expenses - - - - -	12,604 8 -	2,323 10 4	2,644 8 -	18,588 6 4		
(8.) Superannuation Allowances - - - -	14,582 19 6	6,541 6 2	4,610 5 8	26,934 19 5		
(9.) New Works in building Lighthouses, &c. (as per Statement B.) - - - - -	22,222 2 10	20,047 1 2	12,043 2 11	71,938 5 11		
(10.) Expenditure on Stores for the Trinity House Depot, not yet appropriated - - - - -	744 17 1	- - -	- - -	744 17 1		
A.	205,545 12 8	128,221 11 8	84,160 10 -	472,931 2 6		
Amount expended for Electrical Communication with Lighthouses and Light Vessels - - -				2,241 7 10		
Amount paid to the Commissioners of Customs for Collection of Light Dues - - - - -				7,600 - -		
Amount paid to the Exchequer and Audit Department for Audit of Account - - - - -				628 - -		
Personal expenses of the Members of the Advisory Committee for New Works - - - - -				226 12 8	482,677 2 7	
LIGHTHOUSES ABROAD :						
For Maintenance of Lighthouses and Tenders :						
Bahamas - - - - -				12,481 12 2		
Falkland Islands - - - - -				689 1 1		
Sombrero Island - - - - -				715 11 2		
Morocco (Cape Spartel) - - - - -				59 14 -		
Amount paid to the Exchequer and Audit Department for Audit of Account - - - - -				100 - -	14,025 19 7	
Bonaire and Minicoy - - - - -				7,596 8 6		
Amount paid to the Exchequer and Audit Department for Audit of Account - - - - -				174 - -	7,770 2 8	
					505,473 6 8	
Balance (as per Statement C.) - - - - -					124,726 7 9	221,244 18 8
A.					628,201 14 6	221,244 18 8

T. W. P. BLOMFIELD,
Assistant Secretary.

(B.)

STATEMENT of the SUMS expended for New Works in BUILDING LIGHTHOUSES, &c. in the United Kingdom, from 1st April 1901 to 31st March 1902.

NATURE OF WORK.	Expenditure during the Year ended 31st March 1902.		Total including Expenditure in previous Accounts.	
ENGLAND :				
Lighthouses :	£.	s. d.	£.	s. d.
Foreland, Bristol Channel (lighthouse) - - - -	46	4 6	14,283	3 5
Beachy Head (re-erection of lighthouse) - - - -	20,814	18 8	47,352	2 10
Harland Point (protection of cliff) - - - -	440	13 -	941	15 10
Pendeen (lighthouse and fog signal) - - - -	680	13 5	16,155	14 -
Skerries (improvement of fog signal) - - - -	9	1 9	2,708	4 10
Jennington Point, River Thames (light) - - - -	238	16 8	574	18 3
Caskets (improvement of fog signal) - - - -	3,006	9 1	3,236	17 2
Bardsey (improvement of fog signal) - - - -	1,996	- 8	3,201	11 2
Harland Point (improvement of fog signal) - - - -	1	19 5	1	19 5
Penlee Point, Cornwall (fog signal) - - - -	2,185	2 9	2,805	16 3
Dungeness (re-erection and improvement of lighthouses and fog signal) - - - -	25	17 3	25	17 3
Tripecock Point, River Thames (lighthouse) - - - -	9	9 9	9	9 9
Longstone, Outer Fern (improvement of fog signal) - -	-	3 11	-	3 11
Coquet (fog signal) - - - -	88	19 6	88	19 6
Light Vessels :				
No. 68, with fog signal (to replace Dudgeon, sunk in October 1898) - - - -	4	18 9	*10,932	17 8
No. 69, with fog signal (to replace vessel lent to Admiralty for Dover Pier Works) - - - -	444	19 6	†15,942	18 4
No. 70, with fog signal (to replace vessel sunk at Dover Pier Works in November 1901) - - - -	51	18 6	51	18 6
Buoys and Beacons :				
Bideford Buoy Store (alterations and additions) - - -	29	16 4	29	16 4
Monkstone Beacon, Bristol Channel (lighting) - - -	124	15 8	124	15 8
" Triton " (steamer to replace old " Triton," condemned) - -	5,191	2 4	15,590	5 10
Penzance Store (improvement of premises) - - - -	332	1 5	4,973	- 9
Holyhead Store (improvements and renewals) - - - -	46	17 5	46	17 5
	35,771	- 3		
Credits :	£.	s. d.		
Skerries (improvement of fog signal) - - - -	100	3 8		
Amount received as compensation for loss of vessel at Dover Pier Works in Nov. 1901 - - - -	6,848	12 9		
	6,948	16 5	28,832	3 10
IRELAND :				
Lighthouses :				
Fastnet Rock (re-erection of lighthouse) - - - -	10,229	18 8	64,092	9 6
Bull Rock (fog signal) - - - -	1,555	3 -	3,499	6 10
Skelligs and Inishtearaght (shore dwellings) - - - -	1,427	16 2	7,970	13 2
Inishowen (fog signal) - - - -	181	7 2	4,736	19 3
Black Head, co. Antrim (lighthouse and fog signal) - -	5,223	19 1	10,090	11 11
Howth Bailey (improvement of light) - - - -	3,112	10 7	3,115	12 7
Slyne Head (improvement of light) - - - -	373	2 6	5,688	14 11
Eagle Island (improvement of light) - - - -	216	19 3	1,013	6 -
Malden, East (improvement of light) - - - -	14	19 8	14	19 8
Light Vessels :				
" Kittiwake " (to replace the " Puffin," lost) - - - -	90	- -	10,410	12 6
" Seagull " (to replace the late " Seagull," condemned) -	7,549	11 2	12,362	18 2
Lucifer Shoals (improvement of light) - - - -	90	- -	90	- -
Daunts Rock (improvement of light) - - - -	90	- -	90	- -
Buoys and Beacons :				
Saltpans Bank, Lough Swilly (buoy) - - - -	111	18 11	111	18 11
			30,067	1 2
SCOTLAND :				
Lighthouses :				
Barness (lighthouse) - - - -	419	2 3	7,925	18 -
Bell Rock (improvement of light) - - - -	848	18 6	856	14 -
Bass Rock (lighthouse) - - - -	3,445	10 5	5,012	13 7
Girdleness (fog signal) - - - -	2,993	18 9	4,061	- 11
Fladda (improvement of light) - - - -	319	8 5	2,753	12 11
Hyskeir Rock, West of Rum Island (lighthouse) - - -	979	1 9	979	1 9
Rhinn of Islay (fog signal) - - - -	462	6 8	462	6 8
Kinnaird Head (fog signal and improvement of light) -	1,018	5 -	1,018	5 -
Duart Point, Mull (beacon light) - - - -	27	2 11	890	- -
Clett Tower, Orkneys (minor light) - - - -	94	1 -	800	3 3
Roza Head, Orkneys (minor light) - - - -	66	13 4	458	18 7
Buoys and Beacons :				
Otter Rock, Islay (gas-lighted boat) - - - -	1,497	13 10	3,002	1 9
Stromness (pier, store and gas works) - - - -	880	- 6	3,511	2 11
			18,043	3 11
	£.		71,932	8 11
			289,317	4 10

* Net amount, after deducting 4,500L. received as compensation.

† The Admiralty repay annually 2,375L. for the use of a light vessel at the Dover Pier Works.

(C.)

STATEMENT of the BALANCE in Hand at the close of the Account for 1901-1902.

PARTICULARS OF BALANCE.			CASH.		
	£.	s. d.	£.	s. d.	
In the hands of His Majesty's Paymaster General (adjusted for outstanding Orders) - - - - -	-	- -	64,421	10	5
Amount due from other Services - - - - -	-	- -	46,879	0	9
In the hands of Trinity House - - - - -	5,330	- 11			
" " Commissioners of Irish Lighthouses - -	3,719	2 2			
" " Commissioners of Northern Lighthouses -	7,738	5 11			
			16,787	9	0
			128,088	0	2
Less,—Amount due to Sundry Sub-Accountants - -	-	- -	3,859	12	5
	£.		124,728	7	9

Securities—

	£	s.	d.
2½ per cent. Consols - - - - -	20,000	-	-
2½ per cent. Stock - - - - -	201,244	18	5
	221,244	18	5

Exchequer and Audit Department, Somerset House,
London, W.C.

I HEREBY certify that the Statement of the Account of the General Lighthouse Fund, as rendered by Sir T. W. P. Blomfield, Bart., Assistant Secretary to the Board of Trade, from 1st April 1901 to 31st March 1902, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict. c. 39, and that the Charge and Discharge on the said Account are as follows :—

	£.	s.	d.
Charge - - - - -	630,201	14	5
Discharge - - - - -	505,473	6	8

and that on the said Account the Accounting Officer is indebted in the sum of One hundred and twenty-four thousand seven hundred and twenty-eight pounds seven shillings and ninepence.

Given under my hand this 15th day of December 1902.

D. C. RICHMOND,
Comptroller and Auditor General.

GENERAL LIGHTHOUSE FUND.

1901-1902.

AN ACCOUNT of the GENERAL LIGHTHOUSE FUND,
under the Acts 57 & 58 Vict. c. 60, s. 679, and
61 & 62 Vict. c. 44, showing the INCOME and
EXPENDITURE for the Year ended 31st March 1902.

(Presented pursuant to Act 57 & 58 Vict. Chap. 60.
Sec. 679.)

Ordered, by The House of Commons, to be Printed,
16 December 1902.

[Price 1d.]

LIGHTHOUSES, &c. (LOCAL INSPECTIONS).

COPIES of REPORTS to the BOARD OF TRADE by the TRINITY HOUSE of DEPTFORD STROND, the COMMISSIONERS of NORTHERN LIGHTHOUSES, and the COMMISSIONERS of IRISH LIGHTS, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS (in continuation of Parliamentary Paper, No. 275 of Session 1901).

Board of Trade,
19 June 1902. }

FRANCIS J. S. HOPWOOD.

(Presented pursuant to the 652nd Section of the Merchant Shipping Act, 1894.)

*Ordered, by The House of Commons, to be Printed,
19 June 1902.*

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1902.

COPIES of REPORTS to the BOARD OF TRADE by the TRINITY HOUSE of
the COMMISSIONERS of IRISH LIGHTS, of their Inspection

No. 1. - - - - -

(H. 16,065.)

RETURN of INSPECTION of LOCAL LIGHTS, &c., by the CORPORATION of

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Source of Light.	Condition of Lantern, Apparatus, and Establishment generally.	
			Character.	System.				
NEW QUAY :	1901 :				<i>Fath.</i>			
On Pier Head - - -	30 July -	Harbour Company of New Quay.	White with Red Sector, Fixed	Catoptric	311	Oil	Fairly efficient -	1
ABERYSTWYTH :								
On Pier Head - - -	30 July -	Corporation of Aberystwith.	White with Red Sector, Fixed	Catoptric	35	Oil	Efficient - -	2
2 N.N.W. and S.S.E. -	30 „ -	- ditto - -	Red, Fixed	- ditto -	15	Oil	- ditto - -	3
2 in a field - - -	30 „ -	- ditto - -	White, Fixed	- ditto -	30	Oil	- ditto - -	4
ABERDOVEY :								
On Hill - - - -	30 July -	Cambrian Railway Company.	White, Fixed	Catoptric	—	Oil	Efficient - -	5
2 Leading Lights on Hill	30 „ -	- ditto - -	- ditto -	- ditto -	—	Oil	- ditto - -	6
On outer end of Pier	30 „ -	- ditto - -	- ditto -	Dioptric	9	Oil	- ditto - -	
BARMOUTH :								
2 Leading Lights - -	30 July -	Barmouth Harbour Board.	White, Fixed	Catoptric	{ 33 14 }	Oil	Sufficient for the purpose.	8
AMLWCH :								
On North Pier - - -	2 Aug. -	Amlwch Harbour Trustees.	White or Red, Fixed	Catoptric	36	Gas	Efficient - -	9
GARTH :								
On Pier Head - - -	3 Aug. -	Corporation of Bangor.	Red, Fixed	Dioptric	35	Gas	Efficient - -	10
BEAUMARIS :								
On Pier Head - - -	3 Aug. -	Beaumaris Town Council.	Red, White and Green, Fixed	Dioptric	16½	Gas	Efficient - -	11
On Mount Field - - -	3 „ -	- ditto - -	White, Fixed	- ditto -	26½	Gas	- ditto - -	12
PENRHYN :								
On N. Pier Head - - -	3 Aug. -	Lord Penrhyn -	Green, Fixed	—	24½	Gas	(See remarks) -	13
On S. Pier Head - - -	3 „ -	- ditto - -	Red, Fixed	—	25½	Gas	- ditto - -	14
RIVER DEE :								
3 at Connah's Quay on the stone causeway.	7 Aug. -	Dee Conservancy Board.	White, Fixed	Dioptric	{ 10 20 10 }	Oil	Efficient - -	15
HOYLAKKE :								
Meols Outfall Beacon -	6 Aug. -	Hoylake and West Kirby Urban District Council.	Red, Fixed	Dioptric	—	Oil	Efficient - -	16

REPORTS ON LOCAL LIGHTHOUSES, &c.

3

DEPTFORD STROND, the COMMISSIONERS of NORTHERN LIGHTHOUSES, and
of LOCAL LIGHTHOUSES, BUOYS, and BEACONS.

No. 1.

TRINITY HOUSE, in 1901, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60.

Fog Signals.		Tide Signals.		Buoys and Beacons.				REMARKS.
Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	
1	—	—	—	1 buoy	Red can	Good	Yes	Better fitment for lamp recommended, also suggest the advisability of exhibiting the light all the year round, from sunset to sunrise, be considered.
2	Ho.n	Fair	—	—	—	—	—	—
3	—	—	—	—	—	—	—	—
4	—	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—	Leading lights are exhibited when vessels are to be piloted into the harbour.
6	—	—	—	—	—	—	—	
7	—	—	—	—	—	—	—	
8	—	—	—	3 buoys 1 bea- con	1 black can - 2 red can - Black, barrel top mark	Fair	Yes	No uniform system of buoyage, as the channel changes constantly.
9	—	—	—	—	—	—	—	—
10	—	—	—	—	—	—	—	—
11	—	—	—	16 buoys	6 red conical 1 red - 8 black nun 1 black and white can	(See remarks)	—	Uniform system of buoyage in force, and channel well marked.
12	—	—	—				—	
13	—	—	—	—	—	—	—	Exhibited from 1st October to 30th April, and occasionally at other times.
14	—	—	—	—	—	—	—	
15	—	—	—	Various perches	Surmounted by one or two bushes and barrels.	Fair	Yes	No uniform system of marking channel by the perches.
16	—	—	—	—	—	—	—	Marking outfall, and also a useful guide to small vessels and fishermen

No. 1.—RETURN of Inspection of Local Lights, &c., by the Corporation of Trinity House,

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Source of Light.	Condition of Lantern, Apparatus, and Establishment generally.		
			Character.	System.					
RIVER MERSEY, &c.:	1901.				Feet.				
3 on Jetty at N. end of Liverpool Landing Stage.	Between 2 and 7 August.	Mersey Docks and Harbour Board.	2 White. Fixed.	—	26	Oil	Very efficient	-	1
Point Lynas - - -	" "	- - ditto - -	1 Green, Fixed.	—	31				
Great Orme's Head - -	" "	- - ditto - -	White, Occulting.	Dioptric	128	Oil	- ditto - -	-	2
Hoylake - - - -	" "	- - ditto - -	White and Red Fixed.	- ditto -	325	Oil	- ditto - -	-	3
Leasowe - - - -	" "	- - ditto - -	White, Fixed.	- ditto -	53	Oil	- ditto - -	-	4
Bidston - - - -	" "	- - ditto - -	ditto	Catoptric	94	Oil	- ditto - -	-	5
Rock - - - -	" "	- - ditto - -	ditto	Dioptric	214	Oil	- ditto - -	-	6
North Wall - - -	" "	- - ditto - -	White, Flashing.	- ditto -	63	Oil	- ditto - -	-	7
Harrington Lock : N. Pier Head - -	" "	- - ditto - -	White, Occulting.	- ditto -	56	Oil	- ditto - -	-	8
Piermaster's Office - -	" "	- - ditto - -	Red, Fixed	—	—	Gas	- ditto - -	-	9
Herculaneum Dock : On Wall - - -	" "	- - ditto - -	ditto	—	—	Gas	- ditto - -	-	10
Between Nos. 1 and 2 Graving Docks, S.W. corner - -	" "	- - ditto - -	ditto	—	—	Gas	- ditto - -	-	11
North-West Lightship -	" "	- - ditto - -	White and Red, Fixed.	—	—	Gas	- ditto - -	-	12
Formby Lightship - -	" "	- - ditto - -	White, Revolving.	Catoptric	30	Oil	- ditto - -	-	13
Bar Lightship - - -	" "	- - ditto - -	Red, Revolving.	- ditto -	30	Oil	- ditto - -	-	14
Crosby Lightship - -	" "	- - ditto - -	White, Flashing.	- ditto -	30	Oil	- ditto - -	-	15
Upper Mersey Lightship -	" "	- - ditto - -	ditto	- ditto -	27	Oil	- ditto - -	-	16
	" "	- - ditto - -	White, Occulting.	Dioptric	25	Oil	- ditto - -	-	17
RIVER MERSEY :									
Buncorn Bridge - -	7 Aug. -	London & North Western Railway Co.	4 Red Fixed	Catoptric	19½	Oil	Efficient	-	18
Garston Docks :									
Old Dock, Pier Head -	7 " -	- - ditto - -	Red or White Fixed.	—	31	Gas	- ditto - -	-	19
New Dock, Pier Head -	7 " -	- - ditto - -	ditto	Catadioptric.	41	Gas	- ditto - -	-	20
RIVER MERSEY :									
Buncorn, Bridgwater Docks.	8 Aug. -	Manchester Ship Canal Co.	White, Red or Green, Fixed.	Catoptric	22½	Gas	Efficient	-	21
BIRKENHEAD :									
At Rock Ferry - -	6 Aug. -	Corporation of Birkenhead.	White, Fixed.	Dioptric	18½	Gas	Good	-	22
At New Ferry - -	6 " -	- - ditto - -	ditto	- ditto -	26	Gas	- ditto - -	-	23
At Woodside Ferry -	6 " -	- - ditto - -	ditto	- ditto -	25½	Gas	- ditto - -	-	24
BLACKPOOL :									
On extremity of Extension Works, N. Pier.	10 " -	Blackpool Pier Company.	Green, Fixed	—	35	Gas	Efficient	-	25
On Central Pier - -	10 " -	Blackpool Central Pier Company.	Red, Fixed	—	28	Oil	- ditto - -	-	26
On Victoria Pier - -	10 " -	Victoria Pier Company.	- ditto -	—	30	Gas	- ditto - -	-	27

in 1901, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60—continued.

Fog Signals.		Tide Signals.		Buoys and Beacons.				REMARKS.
Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	
1 Bell - -	Good -	—	—	86 Buoys.	1 black and white pillar. 1 black and white conical. 33 red conical. 6 red conical (gas). 29 black can. 7 black can (gas). 2 black and white spherical. 2 red pillar (gas). 1 black can (oil lighted). 1 red conical bell. 1 black can bell. 1 red and white can.	Good -	Yes.	
2 —	—	—	—					
3 —	—	—	—					
4 —	—	—	—					
5 —	—	—	—					
6 —	—	—	—					
7 2 Bells -	Good -	—	—					
8 Siren - -	Good -	—	—					
9 —	—	—	—					
10 —	—	—	—					
11 —	—	—	—					
12 —	—	—	—					
13 —	—	—	—					
14 Steam Horn	Good -	—	—	4 Beacons.	1 black (Crosby Channel), and fitted with red flashing light. 1 black (Dove Beacon). 2 black, marking Hylbre Island, River Dee entrance.	Good -	Yes.	
15 - ditto -	Good -	—	—					
16 - ditto -	Good -	—	—					
17 - ditto -	Good -	—	—					
18 Steam Bell -	Good -	—	—	9	4 black can. 3 red conical. 2 black and white can.	Good -	Yes.	
19 —	—	—	—					
20 —	—	Flags & Balls	Good -					
21 Bell - -	Good -	—	—					
22 —	—	—	—					
23 —	—	—	—					
24 Bell - -	Good -	—	—					
25 Bell - -	Good -	—	—					
26 —	—	—	—					
27 —	—	—	—					
28 —	—	—	—					
29 —	—	—	—					
30 —	—	—	—					

REPORTS ON LOCAL LIGHTHOUSES, &c.

No. 1.—RETURN of Inspection of Local Lights, &c., by the Corporation of Trinity House,

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Source of Light.	Condition of Lantern, Apparatus, and Establishment generally.	
			Character.	System.				
	1901.				<i>Fath.</i>			
WALNEY ISLAND - - -	12 Aug. -	Commissioners and Trustees of the Port of Lancaster.	White, Revolving	Catoptric	70	Oil -	Efficient - -	1
Hawse Point - - -	12 " -	- - ditto - -	Red, Fixed	- ditto -	40	Oil -	- ditto - -	2
River Lune, Cockers, and Abbey:								
High Light - - -	10 " -	- - ditto - -	White, Fixed	- ditto -	24	Oil -	- ditto - -	3
Low Light (Plover Scar) - - -	10 " -	- - ditto - -	- ditto -	- ditto -	20	Oil -	- ditto - -	4
Glasson Dock:								
High Light - - -	10 " -	- - ditto - -	Red & Green, Fixed	-	19	Oil -	Fair - -	5
Low Light - - -	10 " -	- - ditto - -	Red, White, and Green, Fixed.	-	17	Oil -	- ditto - -	6
NARROW:								
1 and 3 Leading Lights -	12 Aug. -	Furzees Railway Company.	White, Fixed	Dioptric	{20 38}	Gas -	Efficient - -	7
3 and 4 ditto - - -	12 " -	- - ditto - -	- ditto -	- ditto -	{20 46}	Gas -	- ditto - -	8
5 and 6 ditto - - -	12 " -	- - ditto - -	- ditto -	- ditto -	{20 61}	Gas -	- ditto - -	9
Elbow Light - - -	12 " -	- - ditto - -	- ditto -	Catoptric	26	Oil -	- ditto - -	10

in 1901, pursuant to the 652nd Section of the Act 57 & 58 Vict. c. 60—continued.

Fog Signals.		Tide Signals.		Buoys and Beacons.				REMARKS.
Description.	Condition.	Description.	Condition.	Number.	Colour, Shape, &c.	Condition.	If in best Position.	
1	—	—	—	17 Buoys	1 red cage 1 red conical 1 black can 1½ black nun	Fair	No.	No uniform system of buoyage in force. The local authority have agreed to adopt it as the buoys are renewed.
2	—	Flag - -	Good -					
3	—	—	—					
4	—	—	—					
5	—	Green sector of light and flag.	Fair -	1	Beacon -	Fair -	Yes.	
6	—	—	—	1	Perch.	—	—	
7	—	Flag and ball	—	26	1 black can gas 1 gas and bell buoy (lightning knoll) 1 red gas buoy 2 black ditto 1 black nun 1 red nun 7 red conical 12 black can	Good -	Yes -	
8	—	Red and white light.	Good -					
9	—	—	—					
10	—	—	—					

— No. 2. —

(H. 2,473.)

Northern Lighthouse Board,
84, George Street, Edinburgh,
4th February 1902.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to transmit, for the information of the Board of Trade, copy of a Report by their Engineer, dated 25th January last, on his inspection of Harbour and Local Lights in Scotland during 1901, under "The Merchant Shipping Act, 1894," 57 & 58 Vict., c. 60, sec. 652, sub-sec. 4.

Excerpts from the Report will be duly sent to the various Harbour and Local Authorities concerned.

I am, Sir,
Your obedient Servant,
C. Dick Peddie,
Secretary.

The Assistant Secretary,
Fisheries and Harbour Department,
Board of Trade, London.

REPORT of Inspection of HARBOUR and LOCAL LIGHTS, Year 1901, by
D. A. STEVENSON, Engineer to the Commissioners of Northern
Lighthouses.

I BEG to report in accordance with the Mercantile Shipping Act, 1894, the result of the Harbour and Local Lights Inspection during the past year.

The following Lights were found in good order, viz. :—

Bo'ness.	Port Knockie.
Bridgeness.	Findochtie.
Arbroath.	Buckie.
Montrose.	Nairn.
John's Haven.	Inchgarvie.
Gourdon.	Buckpool.
Stonehaven.	Gourock.
Aberdeen.	Stornoway.
Gardenstown.	East Loch Tarbet.
Macduff.	St. Davids.
Portsoy.	Campbeltown.
Cullen.	

Loch Boisdale.—This light was found in good order, except that a new pane of red glass was required, which has since been supplied.

Loch Maddy Pier Light.—This light was found to be burning properly, but a new red pane of glass was required, and also a spare lamp, which have been now supplied.

Port Ellen.—This light was found to be burning fairly well, but the ventilation was complained of, birds having built their nests in the ventilating pipes. Recommended the harbour authority that the ventilator should be carried through the roof, which has since been done.

Grangemouth.—Though the inspection of this light was not due, I have thought it well to mention that an acetylene gas light has been introduced at the end of the embankment of the river, and has proved quite satisfactory.

Loch Skipton Pier Light.—This light, on inspection, was found not to be properly ventilated, and the lamps would not burn properly. The joints of the tower should be covered with strips of wood, which would be better than the felting. The roof is also too low for the position of the window, and there might be great danger of fire should it be kept on as it is. The shelf for the lamp should be lowered 12 inches, and the window made to suit the height of the burner. The inside of the roof above the burner should be covered with tin, to prevent the lamp from charring the woodwork. These recommendations have since been attended to.

Castle Bay Pier Light.—On inspection, the lamp, which was otherwise in good order, requires a piece of wood fitted below to keep the lamp level, and this defect has been attended to.

Loch Gruinard.—On inspecting this light, nothing could be found from which a light could be shown, and my efforts have been unavailing to find when this light was interfered with, and it has consequently been taken out of the Admiralty List.

Leith and Newhaven Harbour Lights.—The lights at Leith and Newhaven were found in good order with the exception of the silver reflectors, which, although quite clean, have been badly scratched, owing to some grit or dirt getting on the cloths. The attention of the keepers were called to this.

Granton Pier Lights.—These lights were found in good order with the exception of the red light on the West Pier head. The glass chimneys and panes of lantern were very dirty. The attention of the Harbour authority was called to the defect; and I have also suggested that small lenses should be put into the pier-head light, as they would materially increase the power of the light.

Port Edgar Pier Light.—This light was found to be in a very dirty condition; the lens had not been cleaned properly for a long time; the bottom was full of water, and the lantern also very dirty and broken. The Railway Company were written to, suggesting that holes should be made to run off the water, and that it was difficult to attend to the light and clean the apparatus without a fixed platform, consisting of one or two pieces of batten, to stand on, as standing on the ladder is somewhat difficult and dangerous. The tower also requires to be properly scraped and painted both inside and out. This is being attended to by the North British Railway Company.

Kennetpans.—This light has been extinguished since the last inspection.

Clackmannan.—The same remark applied to Clackmannan.

Hawse Pier.—This light has been discontinued.

(Signed) D. A. Stevenson,
per C. A. S.

Edinburgh, 25th January 1902.

— No. 3. —

The following correspondence has passed between the Board of Trade and the Commissioners of Irish Lights upon the subject of the Inspections of Local Lighthouses, &c., in Ireland :—

(1.)

(No. 1195/01.)

Irish Lights Office, Dublin,
11th January 1902.

Sir,

F. and H.
16,065.

I AM directed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 9th ultimo, on the subject of the inspection of Local Ports in Ireland during 1901, and to acquaint you, for the information of the Board of Trade, that no local inspection was made by the Commissioners in that year.

I am, Sir,

Your obedient Servant,
Owen Armstrong.

The Assistant Secretary,
Fisheries and Harbour Department,
Board of Trade.

(2.)

(H. 3486.)

Board of Trade,
15th March 1902.

Sir,

WITH reference to your letter of the 11th January last, No. 1,195/01, relative to the Inspection of Local Lights in Ireland in the year 1901, I am directed by the Board of Trade to inquire why the Commissioners of Irish Lights have not forwarded any reports to the Board of Trade as to inspections of local lighthouses, buoys, and beacons made by them in accordance with the provisions of section 652 of the Merchant Shipping Act, 1894, during the years 1898, 1899, 1900, and 1901.

I am, &c.

The Secretary,
Commissioners of Irish Lights.

(Signed) *T. H. W. Pelham.*

(3.)

(H. 3486.)

Board of Trade (Fisheries and Harbour Department),
7, Whitehall Gardens, London, S.W.,
5th April 1902.

Sir,

I AM directed by the Board of Trade to ask that you will call the attention of the Commissioners of Irish Lights to the letter from this Department of the 15th ultimo (H. 3486), upon the subject of the Reports of Inspections of Local Lighthouses, Buoys, and Beacons in Ireland, and I am to request that you will state to the Commissioners that the Board are awaiting a reply to the above letter before presenting the Reports of the other lighthouse authorities to Parliament, and they will, therefore, be much obliged if an answer can be forwarded as soon as possible.

I am, &c.

The Secretary,
Commissioners of Irish Lights.

(Signed) *T. W. P. Blomefield.*

(4.)

(Copy.) H. 6567.

No. 258.

Irish Lights Office,
Carlisle Buildings, Dublin,
19th April 1902.

Sir,

REFERRING to your letter of the 15th ultimo, H. 3486, on the subject of the inspection of local harbours by the Commissioners of Irish Lights:—

I am directed to forward, herewith, a copy of a report made to the Commissioners, in 1900, by a member of their body, on the result of his inspection of the lights under the jurisdiction of the Tralee and Fenit Pier and Harbour Commission; and to state that the transmission of this report to the Board of Trade was only delayed awaiting an intimation from the Tralee and Fenit authorities as to what steps they purposed taking as regards the suggested improvements of their lights; and although frequently applied to for an answer, their reply, a copy of which is also enclosed herewith, was only received in this office on the 18th instant.

I am to add that the local authority has been informed that the Commissioners of Irish Lights see no objection to the adoption of acetylene gas as proposed.

I am, &c.
(Signed) Owen Armstrong.

The Assistant Secretary,
Fisheries and Harbour Department,
Board of Trade.

Enclosure No. 1 in No. 4.

(Copy.) H. 6567.

"On the 30th July 1900, I proceeded to Tralee and inspected the lights on the Canal North Pier. These lights are very antiquated, and I think it would be worth the consideration of the Tralee and Fenit Harbour Commission whether they would replace them with more up-to-date lights.

(Signed) A. G. Riall."

Enclosure No. 2 in No. 4.

(Copy.) H. 6567.

Sir,

Tralee, 17th April 1902.

I RECEIVED your telegram of yesterday's date. I have deferred to replying to yours as the question of lighting Fenit Pier has been under consideration for some time past, and a scheme for working the cranes and lighting the entire pier by electricity has for some time past been before the Fishery Department of the Board of Agriculture; but as no decision has been come to as yet, and probably will not be for some months to come, and realising the importance of having the pier properly lighted, the Commissioners, at their meeting on Tuesday last, decided to erect an acetylene plant and lights of 100 candle power each, and they would be glad to know if your Board would approve, or would think it advisable to have the light suggested by your Board supplied from this plant.

Should your Board be still of opinion that the mineral oil lamp would be the best to adopt, it will be erected immediately on hearing from you.

I am, &c.
(Signed) C. E. Leunhy,
Secretary.

The Secretary,
Commissioners of Irish Lights.

(5.)

(H. 6739.)

Board of Trade (Fisheries and Harbour Department),
7, Whitehall Gardens, London, S.W.

Sir,

29th April 1902.

WITH reference to your letters of the 19th and 22nd instant,* and previous correspondence, upon the subject of the Reports of Inspections of Local Lighthouses, Buoys, and Beacons in Ireland, I am directed by the Board of Trade to request that you will point out to the Commissioners that in the letter from this Department of the 15th ultimo (H. 3486) an explanation was requested why they had not forwarded reports to the Board of Trade of inspections made by them during the years 1898, 1899, 1900, and 1901.

No explanation has been received nor has any statement as to the past or future action of the Commissioners been forwarded to the Board, beyond the Reports now forwarded, relating to inspections made in the year 1900 of lights under the jurisdiction of the Tralee and Fenit Harbour Commissioners, and in 1902 of lights at Bray and Wicklow Harbours.

In these circumstances I am to inquire whether inspections of any other local lights were made by the Commissioners in 1900 or 1902 or during the years 1898, 1899, and 1901; and also whether they intend to make arrangements for a systematic inspection of local lights for the future. The Board will be glad to be furnished with an early reply to this letter.

I am, &c.,

The Secretary,
Commissioners of Irish Lights.

(Signed) *T. H. W. Pelham.*

(6.)

(Copy.) H. 7802.

No. 430.

Irish Lights Office, Dublin.

Sir,

9th May 1902.

H. 6739.

I AM directed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 29th ultimo, further on the subject of the Inspection of Lights, Buoys, and Beacons, under the jurisdiction of Local Harbour authorities in Ireland, and to state that whilst the Commissioners regret they are not in a position to furnish any reports on such inspections for the years alluded to in your letter beyond that relating to Tralee and Fenit, yet it does not appear to be incumbent on them to make these inspections within any specified periods, section 652 (1) of the Merchant Shipping Act, 1894, leaving it at the option of the General Lighthouse Authorities to make these inspections "as they think fit."

The Commissioners, however, are taking steps to make further inspections during the present year, some having already been carried out.

I am, &c.

The Assistant Secretary,
Fisheries and Harbour Department,
Board of Trade.

(Signed) *Owen Armstrong,*
Secretary.

* This letter forwarded inspections of some local lights in 1902, which are not included in this Return.

LIGHTHOUSES, &c. (LOCAL INSPECTIONS).

COPIES of REPORTS to the BOARD of TRADE by the TRINITY HOUSE of DEPTFORD STROND, the COMMISSIONERS of NORTHERN LIGHTHOUSES, and the COMMISSIONERS of IRISH LIGHTS, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS (in continuation of Parliamentary Paper, No. 275, of Session 1901).

(*Presented pursuant to the 652nd Section of the
Merchant Shipping Act, 1894.*)

*Ordered, by The House of Commons, to be Printed,
19 June 1902.*

[*Price 2d.*]

64 18
UNIV.
MAY 15 1902

MERCHANT SHIPPING (LIFE-SAVING APPLIANCES).

COPY

OF

R U L E S

MADE BY THE BOARD OF TRADE

UNDER

"THE MERCHANT SHIPPING ACT, 1894" (57 & 58 Vict. c. 60).

To come into effect on the 31st day of March 1902.

Board of Trade, }
10 February 1902. }

FRANCIS J. S. HOPWOOD.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

***Ordered, by The House of Commons, to be Printed,
11 February 1902.***

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1902.

RULES made by the BOARD OF TRADE under "THE MERCHANT SHIPPING ACT, 1894" (57 & 58 VICT. c. 60), to come into effect on the 31st day of March 1902.

AT THE COUNCIL CHAMBER, WHITEHALL:

This 10th day of February 1902.

PRESENT :

The Right Honourable GERALD WILLIAM BALFOUR, M.P.

IN pursuance of the provisions of Section 427 of the Merchant Shipping Act, 1894, the Board of Trade do hereby make the annexed Rules relating to Life-Saving Appliances, in substitution of any Rules heretofore made under the Merchant Shipping (Life-Saving Appliances) Act, 1888, and do hereby direct that these Rules shall come into effect on the 31st day of March 1902.

(Signed) G. W. BALFOUR.

"MERCHANT SHIPPING ACT, 1894."

For the purposes of these Rules, British ships shall be arranged into the following classes :—

	PAGE
<div> <div>Division (A).</div> <div> <div>CLASS 1</div> <div>Steamships carrying emigrant passengers subject to all the provisions of the "Merchant Shipping Act."</div> </div> </div>	5
<div> <div>CLASS 2</div> <div>Foreign-going steamships having passenger certificates under the "Merchant Shipping Act."</div> </div>	6
<div> <div>CLASS 3</div> <div>Steamships having passenger certificates under the "Merchant Shipping Act" authorising them to carry passengers anywhere within the home-trade limits; that is to say, between places in the United Kingdom, or between the United Kingdom and ports in Europe between the River Elbe and Brest.</div> </div>	6
<div> <div>CLASS 4</div> <div>Foreign-going steamships not certified to carry passengers.</div> </div>	7
<div> <div>Division (B).</div> <div> <div>CLASS 1</div> <div>Sailing ships carrying emigrant passengers subject to all the provisions of the "Merchant Shipping Act."</div> </div> </div>	7
<div> <div>CLASS 2</div> <div>Foreign-going sailing ships carrying passengers, but not subject to all the provisions of the "Merchant Shipping Act."</div> </div>	8
<div> <div>CLASS 3</div> <div>Foreign-going sailing ships not carrying passengers.</div> </div>	8
<div> <div>CLASS 4</div> <div>Sailing ships carrying passengers anywhere within the home-trade limits.</div> </div>	8
<div> <div>Division (C).</div> <div> <div>CLASS 1</div> <div>Steamships not certified to carry passengers plying anywhere within the home-trade limits.</div> </div> </div>	9
<div> <div>CLASS 2</div> <div>Sailing ships in the same trades not carrying passengers.</div> </div>	9

		PAGE
Division (D).	CLASS 1 - - - - -	9
	Steamships having passenger certificates authorising them to carry passengers within certain specified limits of the home-trade; that is to say, on short specified passages along the coasts of the United Kingdom, or between Great Britain and Ireland, or between Great Britain or Ireland and the Isle of Man.	
	CLASS 2 - - - - -	10
	Steamships carrying passengers in estuaries or mouths of rivers, or on short excursions or pleasure trips to sea.	
	CLASS 3 - - - - -	10
	Steamships not certified to carry passengers but employed solely in the coasting trade.	
Division (E).	CLASS 4 - - - - -	10
	Sailing ships not carrying passengers but employed solely in the coasting trade.	
	CLASS 5 - - - - -	11
	Steam fish carriers, tug boats, and steam lighters which proceed to sea.	
	CLASS 6 - - - - -	11
	Steam launches proceeding for short distances to sea.	
Division (F).	CLASS 1 - - - - -	11
	Steamships carrying passengers on rivers, lakes, or land locked inland waters, but not going to sea or into rough waters.	
	CLASS 2 - - - - -	11
	Tug boats and steam lighters which do not proceed to sea.	
	CLASS 3 - - - - -	12
	Hulks, dredgers, steam hoppers, &c., which proceed to sea and which do not proceed to sea.	
	GENERAL RULES - - - - -	12
	APPENDIX - - - - -	15

DIVISION (A).—CLASS 1.

RULES for STEAMSHIPS carrying EMIGRANT PASSENGERS subject to all the PROVISIONS of the "MERCHANT SHIPPING ACT."

(a.) Ships of Division (A) Class 1, shall carry boats placed under davits, fit and ready for use, and having proper appliances for getting them into the water, in number and capacity as prescribed by the Table in the Appendix to these Rules; such boats shall be equipped in the manner required by and shall be of the description defined in the General Rules appended hereto.

(b.) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the Table must declare before the collector or other officers of Customs, at the time of clearance, that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult."

(c.) Not less than half the number of boats placed under davits having at least half the cubic capacity required by the Tables, shall be boats of Section (A), or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).

(d.) If the boats placed under davits in accordance with the Table do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible or other boats of approved description (whether placed under davits or otherwise) or approved life-rafts shall be carried. One of these boats may be a steam launch; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

Subject to the provisions contained in paragraph (f) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by the Table provide together in the aggregate, in vessels of 5,000 tons gross and upwards, three-fourths, and in vessels of less than 5,000 tons gross, one-half, more than the minimum cubic contents required by Column 3 of that Table. For this purpose 3 cubic feet of air case in the life raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules, and also have 3 cubic feet of air case for each person.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

(e.) In addition to the life-saving appliances before mentioned, ships of this class shall carry not less than one approved life-buoy for every boat placed under davits. They shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(f.) Provided nevertheless that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

DIVISION (A).—CLASS 2.

RULES for FOREIGN-GOING STEAMSHIPS having PASSENGER CERTIFICATES under the "MERCHANT SHIPPING ACT."

Ships of this class shall be subject to the same requirements as those in Division (A), Class 1.

DIVISION (A).—CLASS 3.

RULES for STEAMSHIPS having PASSENGER CERTIFICATES under the "MERCHANT SHIPPING ACT" authorising them to carry PASSENGERS anywhere within the HOME TRADE LIMITS; that is to say, between places in the UNITED KINGDOM or between the UNITED KINGDOM and PORTS in EUROPE between the River ELBE and BREST.

(a.) Ships of this class shall carry boats placed under davits in accordance with the Table.

(b.) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the Table must declare before the collector or other officer of Customs that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult."

(c.) Not less than half the number of boats placed under davits shall be boats of Section (A), or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).

(d.) If the boats placed under davits in accordance with this requirement do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, or approved buoyant deck seats, or other approved buoyant deck fittings, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by the Table provide together in the aggregate one-half more than the minimum cubic contents provided by Column 3 of that Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules, and also have 3 cubic feet of air case for each person.

(e.) Ships of this class shall carry not less than six approved life-buoys.

(f.) They shall also carry, in addition to the boats and appliances required above, approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(g.) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION (A).—CLASS 4.

RULES for FOREIGN-GOING STEAMSHIPS not certified to carry PASSENGERS.

(a.) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on one side shall be a boat of Section (A), or Section (B), and on the other side shall be a boat of Section (A), or Section (B), or Section (C)), that the boats on each side of the ship shall be sufficient to accommodate all persons on board.

(b.) They shall carry approved life-belts, so that there may be one for each person carried on board the ship.

(c.) They shall carry not less than six approved life-buoys.

In the case of small steamships a discretion may be exercised by the Board of Trade to modify the requirements as to boats.

DIVISION (B).—CLASS 1.

RULES for SAILING SHIPS carrying EMIGRANT PASSENGERS subject to all the PROVISIONS of the "MERCHANT SHIPPING ACT."

(a.) Ships of Division (B), Class 1, shall carry boats in accordance with the Table, and such boats shall be as far as practicable placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can be readily got into the water.

(b.) Not less than half the number of boats placed under davits having at least half the cubic capacity required by the Tables, shall be boats of Section (A), or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C), or Section (D), provided that not more than two boats shall be of Section (D).

(c.) If the boats placed under davits in accordance with the Table do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts shall be carried. One of these boats may be a steam launch; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

Subject to the provisions contained in paragraph (c) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by the Table, provide together in the aggregate three-fourths more than the minimum cubic contents required by Column 3 of that Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules, and also have 3 cubic feet of air case for each person.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

(d.) In addition to the life-saving appliances before mentioned, ships of this class shall carry not less than one approved life-buoy for every boat required by the rules to be placed under davits. They shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(e.) Provided nevertheless that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

DIVISION (B).—CLASS 2.

RULES for FOREIGN-GOING SAILING SHIPS carrying PASSENGERS, but not subject to all the PROVISIONS of the "MERCHANT SHIPPING Act."

Ships of this class shall be subject to the same requirements as those in Division (B), Class 1.

DIVISION (B).—CLASS 3.

RULES for FOREIGN-GOING SAILING SHIPS not carrying PASSENGERS.

(a.) Ships of this class shall carry a boat or boats of Sections (A) or (B) sufficient for all the persons on board, and in addition thereto one good serviceable boat of Section (D). Such boats shall as far as practicable having due regard to their safety at sea, be placed under davits, with proper appliances for getting them quickly into the water; all boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Board of Trade officer.

(b.) They shall carry approved life-belts as required for ships in Division (B), Class 1, and also one life-buoy for each boat of wood or metal.

In the case of small vessels a discretion may be exercised by the Board of Trade to modify the boat requirements.

DIVISION (B).—CLASS 4.

SAILING SHIPS carrying PASSENGERS anywhere within the Home Trade Limits.

(a.) Ships of this class shall carry a boat or boats of Sections (A) and (B) or (C) sufficient for all the persons on board. Such boats shall be as far as practicable under davits; all boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Board of Trade officer.

(b.) They shall carry four life-buoys and a life-belt or other similar approved article for each person on board.

DIVISION (C).—CLASS 1.

RULES for STEAMSHIPS not certified to carry PASSENGERS plying anywhere within the Home Trade Limits.

(a.) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on each side shall be a boat of Section (A), or of Section (B), or of Section (C),) that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(b.) They shall also carry approved life-belts, so that there may be at least one for each person carried on board the ship.

(c.) They shall also carry not less than four approved life-buoys.

DIVISION (C).—CLASS 2.

RULES for SAILING SHIPS in the same TRADES not carrying PASSENGERS.

(a.) Ships of this class shall carry a boat or boats of wood or metal, at least sufficient for all persons on board, and in such a position as to be readily got into the water. Each boat shall be provided with one gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather.

(b.) Ships of this class shall also carry an approved life-belt for each person on board.

(c.) They shall also carry at least two approved life-buoys.

DIVISION (D).—CLASS 1.

RULES for STEAMSHIPS having PASSENGER CERTIFICATES authorising them to carry PASSENGERS within certain specified Limits of the HOME TRADE; that is to say, on short specified Passages along the COASTS of the UNITED KINGDOM, or between GREAT BRITAIN and IRELAND, or between GREAT BRITAIN or IRELAND and the ISLE OF MAN.

(a.) Ships of this class shall, according to their tonnage, carry boats placed under davits, as required by the Table.

(b.) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the Table must declare before the collector or other officer of Customs that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult." Not less than half the number of boats placed under davits having at least half the cubic capacity required by the Tables, shall be of boats Section (A) or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowners, conform to Section (C) or Section (D), provided that not more than two boats shall be of Section (D).

(c.) If the boats placed under davits in accordance with the above requirements do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of

approved description (whether placed under davits or otherwise), or approved life-rafts, or approved buoyant deck seats, or other approved buoyant deck fittings, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by the Table provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of the Table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity; provided always that the rafts will accommodate the persons for which they are certified under the rules, and also have 3 cubic feet of air case for each person.

(d.) Ships of this class shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(e.) At least one approved life-buoy shall also be provided for each boat of wood or metal carried by the ship, but in no case shall less than six approved life-buoys be provided.

(f.) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION (D).—CLASS 2.

Steamships carrying passengers in estuaries or mouths of rivers, or on short excursions or pleasure trips to sea :—

(a.) Ships of this class shall carry at least two boats of Section (A), or Section (B), or Section (C), placed under davits, and with proper appliances for getting them into the water.

(b.) They shall also carry other boats, approved buoyant apparatus, and (or) approved life-belts sufficient (with the boats required by paragraph (a)) to keep afloat all the persons on board the ship.

(c.) At least four approved life-buoys shall be carried.

DIVISION (D).—CLASS 3.

Steamships not certified to carry passengers, and employed solely in the coasting trade :—

(a.) Ships of this class shall carry one boat of Sections (A), (B), or (C), so fitted that it can be readily put out on either side of the ship, and amply sufficient to carry all the persons on board.

(b.) They shall carry two approved life-buoys.

(c.) They shall carry life-belts, so that there may be one for each person on board the ship.

DIVISION (D).—CLASS 4.

Sailing ships not carrying passengers, and employed solely in the coasting trade :—

(a.) Ships of this class shall carry one boat so fitted that it can be readily put out on either side of the ship, and amply sufficient to carry all the persons on board.

(b.) They shall carry two approved life-buoys.

(c.) They shall carry life-belts so that there may be one for each person on board the ship.

DIVISION (D).—CLASS 5.

Steam fish carriers, tug boats, and steam lighters which proceed to sea :—

(a.) Ships of this class shall carry one boat of Sections (A), (B), or (C), so fitted that it can be readily put out on either side of the ship, and amply sufficient to carry all the persons on board.

(b.) They shall carry two approved life-buoys.

(c.) They shall carry life-belts, so that there may be one for each person on board the ship.

DIVISION (D).—CLASS 6.

Steam launches proceeding for short distances to sea :—

(a.) Steam launches are themselves little more than boats, and therefore shall not be required to carry boats.

(b.) They shall carry two approved life-buoys.

(c.) They shall carry life-belts, so that there may be one for each person on board.

DIVISION (E).—CLASS 1.

RULES for STEAMSHIPS carrying PASSENGERS on RIVERS, LAKES, or land-locked inland waters, but not going to SEA, or into ROUGH WATERS.

(a.) Ships of this class shall carry one boat in such a position that it can readily be got into the water. They shall also carry approved buoyant apparatus or approved life-belts and approved life-buoys at least sufficient, together with the boat, to keep afloat all persons carried on board.

(b.) At least four approved life-buoys shall be carried.

NOTE.—A discretion may be exercised by the Board of Trade to relieve steam launches, steamers plying in narrow waters, and ferry boats, from the operation of the whole or part of Rule (a.) of this Class.

DIVISION (E).—CLASS 2.

Tug boats and steam lighters which do not proceed to sea :—

(a.) These vessels shall carry one boat of any Section sufficient to carry all the persons on board.

(b.) They shall carry two approved life-buoys.

(c.) They shall carry approved life-belts, so that there may be one for each person on board.

DIVISION (E).—CLASS 3.

Hulks, dredgers, steam hoppers, &c.

If these vessels do not proceed to sea from one port to another they shall carry the same boats and appliances as provided for in Class 2.

If they proceed to sea from one port to another they shall carry in addition one boat of Sections (A), (B), or (C) sufficient to carry all the persons on board, and with proper appliances to enable it to be put out readily on either side of the ship.

GENERAL RULES.

(1.)—BOATS.—All boats shall be constructed and properly equipped as provided by these Rules, and all boats and other life-saving appliances are to be kept ready for use to the satisfaction of the Board of Trade. Internal buoyancy apparatus may be constructed of wood, or of copper or yellow metal of not less than 18 ozs. to the superficial foot, or of other durable material.

Section (A).—A boat of this section shall be a life-boat, of whale-boat form, properly constructed of wood or metal, having for every 10 cubic feet of her capacity computed as in Rule (2), at least 1 cubic foot of strong and serviceable inclosed air-tight compartments, so constructed that water cannot find its way into them. In the case of metal boats an addition will have to be made to the cubic capacity of the air-tight compartments, so as to give them buoyancy equal to that of the wooden boat.

Section (B).—A boat of this section shall be a life-boat, of whale-boat form, properly constructed of wood or metal, having inside and outside buoyancy apparatus together equal in efficiency to the buoyancy apparatus provided for a boat of Section (A). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (C).—A boat of this section shall be a life-boat, properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and (or) outside of the boat equal in efficiency to one-half of the buoyancy apparatus provided for a boat of Section (A) or Section (B). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (D).—A boat of this section shall be a properly constructed boat of wood or metal.

Section (E).—A boat of this section shall be a boat of approved construction, form, and material, and may be collapsible.

(2.) CUBIC CAPACITY.—The cubic capacity of a boat shall be deemed to be her cubic capacity, ascertained (as in measuring ships for tonnage capacity) by Stirling's rule; but as the application of that rule entails much labour, the following simple plan, which is approximately accurate, may be adopted for general purposes, and when no question requiring absolute correct adjustment is raised:—

Measure the length and breadth outside and the depth inside.

Multiply them together and by $\cdot 6$; the product is the capacity of the boat in cubic feet. Thus a boat 28 ft. long, 8 ft. 6 in. broad, and 3 ft. 6 in. deep, will be regarded as having a capacity of $28 \times 8.5 \times 3.5 \times \cdot 6 = 499.8$, or 500 cubic feet. If the oars are pulled in gunlocks, the bottom of the rowlock is to be considered the gunwale of the boat for ascertaining her depth.

(3.) **NUMBER of PERSONS for BOATS.**—The number of persons a boat of section (A) shall be deemed fit to carry shall be the number of cubic feet ascertained as in Rule (2) divided by 10.

The number of persons a boat of Section (B), Section (C), Section (D), or Section (E) shall be deemed fit to carry shall be the number of cubic feet ascertained as in Rule (2) divided by 8. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the proper use of the oars.

(4.) **APPLIANCES for lowering BOATS.**—Appliances for getting a boat into the water must fulfil the following conditions :—Means are to be provided for speedily, but not necessarily simultaneously or automatically, detaching the boats from the lower blocks of the davit tackles ; the boats placed under davits are to be attached to the davit tackles and kept ready for service ; the davits are to be strong enough and so spaced that the boats can be swung out with facility ; the points of attachment of the boats to the davits are to be sufficiently away from the ends of the boats to ensure their being easily swung clear of the davits ; the boats' chocks are to be such as can be expeditiously removed ; the davits, falls, blocks, eyebolts, rings, and the whole of the tackling are to be of sufficient strength ; the boats' falls are to be long enough to lower the boat into the water with safety when the vessel is light. The lifelines shall be fitted to the davits and be long enough to reach the water when the vessel is light ; and hooks are not to be attached to the lower tackle blocks.

(5.) **EQUIPMENTS FOR COLLAPSIBLE OR OTHER BOATS AND FOR LIFE-RAFTS.**—In order to be properly equipped, each boat shall be provided as follows —

- (a.) With the full single-banked complement of oars, and two spare oars.
- (b.) With two plugs for each plug-hole attached with lanyards or chains, and one set and a half of thole pins or crutches attached to the boat by sound lanyards.
- (c.) With a sea-anchor, a baler, a rudder and a tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook. The rudder and baler to be attached to the boat by sufficiently long lanyards, and kept ready for use. In boats where there may be a difficulty in fitting a rudder a steering oar may be provided instead.
- (d.) A vessel to be kept filled with fresh water shall be provided for each boat.
- (e.) Life-rafts shall be fully provided with a suitable approved equipment.

(6.) **ADDITIONAL EQUIPMENTS FOR BOATS OF SECTION (A) AND SECTION (B).**—In order to be properly equipped, each boat of Sections (A) and (B) in addition to being provided with all the requisites laid down in Rule (5), shall be equipped as follows, but not more than four boats in any one ship require to have this outfit, and where boats of Sections (A) or (B) are carried in lieu of boats of Sections (C) or (D), this additional outfit need not be insisted on :—

- (a.) With two hatchets or tomahawks, one to be kept in each end of the boat, and to be attached to the boat by a lanyard.
- (b.) With a mast or masts, and with at least one good sail, and proper gear for each.
- (c.) With a line becketted round the outside of the boat and securely made fast.
- (d.) With an efficient compass.
- (e.) With one gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather.
- (f.) With a lantern trimmed, with oil in its receiver sufficient to burn eight hours.

(7.) **NUMBER OF PERSONS FOR LIFE-RAFTS.**—The number of persons that any approved life-raft for use at sea shall be deemed to be capable of carrying shall be determined with reference to each separate pattern approved by the Board of Trade; provided always, that for every person so carried there shall be at least 3 cubic feet of strong and serviceable inclosed airtight compartments, constructed so that water cannot find its way into them. Any approved life-raft of other construction may be used, provided that it has equivalent buoyancy to that hereinbefore described. Every such approved life-raft shall be marked in such a way as to plainly indicate the number of adult persons it can carry.

(8.) **BUOYANT APPARATUS.**—Approved buoyant apparatus shall be deemed sufficient, so far as buoyancy is concerned, for a number of persons, to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32. Such buoyant apparatus shall not require to be inflated before use, shall be of approved construction, and marked in such a way as plainly to indicate the number of persons for whom it is sufficient.

(9.) **LIFE-BELTS.**—An approved life-belt shall mean a belt which does not require to be inflated before use, and which is capable at least of floating in the water for 24 hours with 15 lbs. of iron suspended from it. Life-belts are to be cut out 2 inches under the arm-pits, and fitted so as to remain securely in their place when put on.

(10.) **LIFE-BUOYS.**—An approved life-buoy shall mean either—

- (a.) A life-buoy built of solid cork, capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it; or
- (b.) A strong life-buoy of any other approved pattern or material, provided that it is capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it, and provided also that it is not stuffed with rushes, cork shavings or other shavings, or loose granulated cork, or other loose material, and does not require inflation before use.

All life-buoys shall be fitted with beackets securely seized, and not less than two of them shall be fitted with life-lines 15 fathoms in length.

(11.) **POSITION OF LIFE-BUOYS AND LIFE-BELTS.**—All life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, and so that their position may be known to those for whom they are intended.

(12.) **WATER-TIGHT COMPARTMENTS.**—When ships of any class are divided into efficient water-tight compartments to the satisfaction of the Board of Trade, they shall only be required to carry additional boats, rafts, and buoyant apparatus of one-half of the capacity required by these rules, but the exemption shall not extend to life-jackets or similar approved articles of equal buoyancy suitable to be worn on the person.

APPENDIX.

The TABLE referred to in the foregoing Rules, showing the Minimum Number of Boats to be placed under Davits and their Minimum Cubic Contents.

Gross Tonnage.	Minimum Number of Boats to be placed under Davits.	Total Minimum Cubic Contents of Boats to be placed under Davits. L. x B. x D. x 6.	Gross Tonnage.	Minimum Number of Boats to be placed under Davits.	Total Minimum Cubic Contents of Boats to be placed under Davits. L. x B. x D. x 6.
1.	2.	3.	1.	2.	3.
10,000 and upwards -	16	5,600	3,500 and under 3,750	8	1,600
9,000 and upwards -	15	5,350	3,250 " 3,500	8	2,500
8,500 and under 9,000	14	5,100	3,000 " 3,250	8	2,400
8,000 " 8,500	14	5,000	2,750 " 3,000	6	2,100
7,750 " 8,000	13	4,700	2,500 " 2,750	6	2,050
7,500 " 7,750	13	4,600	2,250 " 2,500	6	2,000
7,250 " 7,500	12	4,500	2,000 " 2,250	6	1,900
7,000 " 7,250	11	4,400	1,750 " 2,000	6	1,800
6,750 " 7,000	12	4,300	1,500 " 1,750	6	1,700
6,500 " 6,750	12	4,200	1,250 " 1,500	6	1,600
6,250 " 6,500	12	4,100	1,000 " 1,250	4	1,300
6,000 " 6,250	12	4,000	900 " 1,000	4	1,000
5,750 " 6,000	10	3,700	800 " 900	4	900
5,500 " 5,750	10	3,600	700 " 800	4	800
5,250 " 5,500	10	3,500	600 " 700	3	700
5,000 " 5,250	10	3,400	500 " 600	3	600
4,750 " 5,000	10	3,300	400 " 500	2	400
4,500 " 4,750	8	2,900	300 " 400	2	350
4,250 " 4,500	8	2,900	300 " 300	2	300
4,000 " 4,250	8	2,800	100 " 300	2	250
3,750 " 4,000	8	2,700			

Note.—Where in ships already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this Table, such ships shall be regarded as complying with the rules as to boats to be carried under davits.

In the case of vessels under 200 tons gross tonnage the capacity of any boat to be supplied should not be less than 125 cubic feet. If, however, in any case this rule be found to be impracticable, a discretion may then be exercised by the Board of Trade.

In cases where a small vessel is unable to carry more than one boat, a discretion may be exercised by the Board of Trade, but whenever one boat only is carried there must be proper provision to enable it to be placed readily in the water on either side of the ship.

**MERCHANT SHIPPING
(LIFE-SAVING APPLIANCES).**

**COPY OF RULES made by the BOARD OF
TRADE under "THE MERCHANT SHIPPING
ACT, 1894" (57 & 58 VIOT. c. 60).**

To come into effect on the 31st day of March 1902.

(Presented pursuant to Act of Parliament.)

*Ordered, by The House of Commons, to be Printed,
11 February 1902.*

[Price 2d.]

SIGHT TESTS.

REPORT

ON THE

SIGHT TESTS

USED IN THE

MERCANTILE MARINE

For the Year ended December 31st, 1901.

(In continuation of Parliamentary Paper [Cd. 632].)

Presented to both Houses of Parliament by Command of His Majesty.

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CONTENTS

	PAGE
REPORT	3
TABLE I.—PARTICULARS OF EACH CASE OF FAILURE	4
„ II.—PERCENTAGE OF FAILURES	10
„ III.—NATURE OF DEFECTS IN COLOUR VISION	10

Report to the Permanent Secretary, Board of Trade.

SIR,

In continuation of the Report of May, 1901, printed as Parliamentary Paper, Cd. 632, I submit particulars of the sight tests used in the Mercantile Marine for the year ended 31st December, 1901. Table I. contains details of each case of failure reported; Table II. shows the percentage of failures in form vision and in colour vision to the total numbers examined; and Table III. gives the nature of the defect in each case of reported colour blindness.

Of the 24 candidates who failed in form vision during 1901 one was re-examined; while of the 50 who failed in colour vision 14 were re-examined on appeal, and of these 4 passed and 10 were rejected.

Of the candidates who had failed during the previous year, 1900, three were re-examined in colour vision; all three again failed.

The number of officers already in possession of certificates who, on coming up for examination in the year 1901, failed to pass the sight tests, was one. This was a 1st Mate, who failed in form vision; but he subsequently passed on re-examination.

No case of failure to pass the colour ignorance test has been reported.

Since the 1st November, 1900, fishermen, when presenting themselves for examination for certificates as skipper or second hand of fishing boats, have been required to pass the same sight tests as candidates for certificates of competency as masters or mates in the Mercantile Marine, and the results are now consequently included in this Return.

I am,

Sir,

Your obedient Servant,

WALTER J. HOWELL.

14th May, 1902.

TABLE I.—LIST of CANDIDATES for CERTIFICATES of COMPETENCY as OFFICERS in the MERCANTILE MARINE and others, who have been reported to the Board of Trade as having failed to pass the Form Vision, Colour Vision, or Colour Ignorance Tests between the 1st January and the 31st December, 1901.

No.	Initials of Candidate.	Age.	Period of Sea Service, Years.	Grade of Certificate held, if any.	Examination for which he entered.	Port of Examination.	Date of Failure.	Result of Form and Colour Vision Tests.					Colour Ignorance Test.	Remarks.	
								Form Vision.	Errors made in matching the Wools.			Nature of Colour Defect.			
									Green Test Stains.	Pink Test Stains.	Supplementary Red Test Stain.				
I	J. H. B.	23	6	—	Sight Tests	Greenock ..	7 Jan. 1901	Passed	Red (g), (h), (i); madder pink (a); sage grey (c); yellow (d), &c.	Violet (c); blue (g); blue green, No. 1 (c).	—	Completely green blind.	—	—	
II	G. A. D.	22	4	—	Sight Tests	London ..	11 Jan. 1901	Passed	Fawn (b), (c), (d), (e); bronze brown (f), (g), (h); reddish brown (i); smoke grey (a), &c.	Blue (a), (b), (c); purple (b), (c), (d), &c.	—	Completely red blind.	Appealed and failed, 24th January, 1901.	—	
3	A. C. A.	39	14½	First Mate	Master ..	South Shields	14 Jan. 1901	Failed	—	—	—	—	—	Subsequently passed, 18th May, 1901.	—
4	E. M. L.	21	4	—	Sight Tests	Dublin ..	17 Jan. 1901	Failed	—	—	—	—	—	—	—
5	G. L.	24	10	—	Sight Tests	Belfast ..	23 Jan. 1901	Passed	Smoke grey (a), (d), (f); grey (d); bronze brown (c); yellow (d), &c.	Blue (a), (b), (c); violet (g); purple (a), (b); blue green, No. 2 (e), &c.	—	Completely red blind.	—	—	
6	E. L. F.	16	—	—	Sight Tests	London ..	12 Feb. 1901	Failed	—	—	—	—	—	—	—
7	D. C.	17	—	—	Sight Tests	Liverpool ..	20 Feb. 1901	Passed	Grey (a), (d); fawn (d); smoke grey (b), (f), &c.	—	—	Incompletely green blind.	—	—	
8	M. H. W.	18½	—	—	Sight Tests	Belfast ..	26 Feb. 1901	Failed	—	—	—	—	—	—	—
9	J. G. M.	19	—	—	Sight Tests	London ..	22 Feb. 1901	Passed	Reddish brown (b), (d), (e); fawn, (d), (e); grey (a); greenish yellow (c); yellow (c), &c.	Purple (b), (c), (d); violet (c), (d); blue (a), (c), (e), &c.	—	Completely red blind.	—	—	
10	C. M. H.	23	4	—	Second Mate	London ..	22 Feb. 1901	Passed	Carmine (c); smoke grey (a); fawn (c); sage grey (c).	Blue green, No. 2 (c), (d).	—	Completely green blind.	Appealed and failed, 18th April, 1901.	—	

11	T. O.	10	—	—	Sight Tests	Liverpool ..	28 Feb. 1901	Passed	..	Yellow (c), (d); greenish yellow (e); bronze brown (a), (f).	Blue (a), (b), (c), (e); violet (a); purple (e).	Yellow green No. 1 (a); Reddish brown (b); bronze brown (b).	Completely blind.	red	—	—
12	T. J. C.	16	4	—	Sight Tests	Liverpool ..	9 Mar. 1901	Passed	..	Brown (a), (d), (e); bronze brown (e); violet (d).	—	—	Incompletely blind.	green	—	—
13	C. T. B.	20	4	—	Second Mate	London ..	25 Mar. 1901	Passed	..	Smoke grey (a), (f); brown (f).	—	—	Incompletely blind.	green	Appealed and failed, 1st April, 1901.	—
14	N. G. C.	25	54	—	Second Mate	Newport ..	18 Mar. 1901	Passed	..	Reddish brown (d); fawn (a); bronze brown, (d), (e); greenish yellow (e); smoke grey (a), (e); grey (a);	—	Bronze brown (e)	Incompletely blind.	green	—	—
15	J. C.	20	44	—	Second Mate	Newport ..	18 Mar. 1901	Passed	..	Violet (d); purple (e); smoke grey (b), (c); grey (a); greenish yellow (e); fawn (a); bronze brown (e).	—	—	Incompletely blind.	green	—	—
16	R. M.	16	—	—	Sight Tests	Hull ..	28 Mar. 1901	Failed	..	—	—	—	—	—	—	—
17	T. H.	33	16	—	Sight Tests	Liverpool ..	12 April 1901	Passed	..	Carmine (c), (d); fawn (e); reddish brown (e).	Smoke grey (e); blue green, No. 2 (e); greenish blue (d).	Reddish brown (e); greenish yellow (e); yellow green, No. 1 (e).	Completely blind.	green	Appealed and failed, 3rd May, 1901.	—
18	J. A. B.	17	—	—	Sight Tests	Leith ..	23 April 1901	Failed	..	—	—	—	—	—	—	—
19	C. E. G.	17	—	—	Sight Tests	London ..	19 April 1901	Passed	..	Reddish brown (b); bronze brown (f); smoke grey (b), (c), (e); reddish grey (b), (c).	Blue (b); purple (e), smoke grey (f).	Carmine (b), (e)	Completely blind.	green	—	—
20	W. A. E.	15	—	—	Sight Tests	London ..	23 April 1901	Failed	..	—	—	—	—	—	—	—
21	W. B. G.	18	—	—	Sight Tests	Greenock ..	23 April 1901	Failed	..	—	—	—	—	—	—	—
22	S. R. W.	20	44	—	Sight Tests	Liverpool ..	3 May 1901	Passed	..	Red (g); bronze brown (c); brown (c); fawn (e).	Blue (e); greenish blue (b), (e).	—	Completely blind.	red	Appealed and failed, 16th October, 1901.	—
23	H. D. G.	23	4	—	Second Mate	London ..	3 May 1901	Passed	..	(Failed in the Colour Vision Test.)					—	Appealed and passed, 16th May, 1901.
24	W. N.	28	8	—	Sight Tests	Liverpool ..	10 May 1901	Passed	..	Yellow (e); fawn (b), (g); drab (e); violet (d); purple (e); grey (d).	—	—	Incompletely blind.	green	—	—

* The meaning of these letters is shown on the Colour Chart at the end of this Report.

36	J. S. B.	15	1	—	Sight Tests	Leith ..	18 June 1901	Failed	..	—	—	—	—	—	—	—
37	J. H. T.	27	9	—	Second Mate, Steam Ship.	Plymouth ..	23 June 1901	Failed	..	—	—	—	—	—	—	—
38	C. L. D.	30	13	—	Sight Tests	Victoria Dock, London.	26 June 1901	Passed	..	Red (h), (j); car- mine (e); fawn (d); yellow (a); bronze brown (c), (f); smoke grey (i), &c.	Purple (d); violet (e).	—	—	—	—	—
39	S. N. A.	16	—	—	Sight Tests	Greenock ..	8 July 1901	Failed	..	—	—	—	—	—	—	—
40	W. A. B.	17	—	—	Sight Tests	London ..	8 July 1901	Failed	..	—	—	—	—	—	—	—
41	A. B. J.	31	III	—	Sight Tests	Victoria Dock, London.	6 July 1901	Passed	..	Red (j); madder pink (e), (f), (g), (h); yellow (b), (c); purple (d), (e); violet (i), &c.	—	—	—	—	—	—
42	A. A. M.	17	—	—	Sight Tests	Dundee ..	23 July 1901	Failed	..	—	—	—	—	—	—	—
43	G. D.	1	—	—	Sight Tests	Dundee ..	16 July 1901	Failed	..	—	—	—	—	—	—	—
44	J. E. F.	22	44	—	Second Mate	London ..	16 July 1901	Passed	..	Bronze brown (b), (c), (d); fawn (h), (i), (j); drab (k); greenish yellow (e), &c.	Blue (j); violet (e), (d); purple (e); smoke grey (f).	Carmine (b); mad- der pink (c).	—	—	—	Appealed and failed, 22nd July, 1901.
45	R. H. D.	16	—	—	Sight Tests	Tilbury ..	15 July 1901	Passed	..	Carmine (d); blue (h); purple (e); yellow (a); sage grey (c).	Fawn (e); grey (a); bronze brown (e); sage green (c).	—	—	—	—	Appealed and failed, 1st March, 1902.
46	S. W. K.	40	17	—	Sight Tests	Victoria Dock, London.	25 July 1901	Passed	..	Purple (e), (d); violet (e), (d); greenish blue (a); (c); blue (d), (e); smoke grey (f).	—	—	—	—	—	—
47	J. D.	19	6	—	Sight Tests	Liverpool ..	3 Aug. 1901	Passed	..	Reddish brown (e).	Greenish blue (b)..	Yellow green, No. 3 (a), (b).	—	—	—	—
48	O. B.	19	2 Con- way.	—	Sight Tests	Liverpool ..	18 Aug. 1901	Passed	..	Drab (b), (f); sage grey (c).	Blue (e), (d), (e) ..	Yellow green, No. 1 (a); yellow green, No. 2 (b).	—	—	—	Appealed and failed, 30th January, 1902.
49	J. B.	28	11	—	Sight Tests	Liverpool ..	16 Aug. 1901	Passed	..	Reddish brown (e); fawn (d).	Blue (e) ..	Yellow green, No. 2 (a).	—	—	—	—
50	R. E. M. N.	16	—	—	Sight Tests	Leith ..	26 Aug. 1901	Failed	..	—	—	—	—	—	—	—
51	O. B. V. G.	22	6	—	Sight Tests	Liverpool ..	23 Aug. 1901	Passed	..	Carmine (e); drab (d); reddish grey (f); fawn (d).	Blue green, No. 2 (e).	Brown (e); reddish brown (c).	—	—	—	Appealed and failed, 30th September, 1901.

TABLE I.—LIST OF CANDIDATES, &c.—continued.

No.	Initials of Candidate.	Age.	Period of Sea Service.	Grade of Certificate held, if any.	Examination for which he entered.	Port of Examination.	Date of Failure.	Result of Form and Colour Vision Tests.					Colour Ignorance Test.	Remarks.	
								Form Vision.	Errors made in matching the Woods.			Nature of Colour Defect.			
									Green Test Skin.	Pink Test Skin.	Supplementary Red Test Skin.				
32	T. P.	20	9	—	Sight Tests	Liverpool ..	2 Sept. 1901	Passed	.. ..	Brown (d); reddish grey (d); drab (d); greenish yellow (d).	—	Incompletely green blind.	—	—
53	W. E. H.	21	5	—	Second Mate	Liverpool ..	30 Aug. 1901	Passed	.. ..	Drab (c); grey (d); reddish grey (b); sage green (b).	Blue green, No. 1 (c); blue green, No. 2 (d); (e); smoke grey (c), (e).	Yellow green, No. 1 (c); yellow green, No. 2 (d); greenish yellow (b).	Completely green blind.	—
54	C. I. O.	22	5	—	Second Hand	Hull ..	31 Aug. 1901	Passed	.. ..	Brown (c); bronze brown (b).	Smoke grey (c); violet (b), (c), (d); blue (b), (c), (e).	—	Completely red blind.	—
55	A. F. H.	11	—	—	Sight Tests	Hull ..	5 Sept. 1901	Failed	.. ..	—	—	—	—	—
56	J. P.	25	10½	—	First Mate	London ..	13 Sept. 1901	Passed	Failed in the Colour Vision Test.					Appealed and passed: 30th September, 1901.
57	J. L. E.	15	—	—	Sight Tests	London ..	20 Sept. 1901	Passed	.. ..	Fawn (c)	Violet (c), (d) ..	—	Incompletely red blind.	—
58	T. C. M. G. F.	25	—	—	Sight Tests	Belfast ..	5 Oct. 1901	Passed	.. ..	Greenish yellow (c); yellow (c); reddish brown (d); madder pink (a); (b); smoke grey (c), (f), &c.	—	Incompletely red blind.	—	—
59	W. B.	20	6	—	Sight Tests	South Shields	14 Oct. 1901	Passed	.. ..	Carmine (c); red (b); madder pink (a); fawn (c); yellow (d), &c.	Blue (c); blue green, No. 2 (b), (c), (d), (e); fawn (c); yellow green, No. 2 (c); sage green (b), &c.	Fawn (c); yellow (d).	Completely green blind.	—
60	H. B.	16	—	—	Sight Tests	Liverpool ..	21 Oct. 1901	Failed	.. ..	—	—	—	—	—
61	H. L. B.	19	—	—	Sight Tests	Plymouth ..	21 Oct. 1901	Passed	.. ..	Brown (a), (b); reddish brown (b); drab (c); reddish grey (b); smoke grey (c), (f); purple (c), &c.	—	Incompletely green blind.	—	—

63	J. F.	30	11	—	Sight Tests	Glasgow	4 Nov. 1901	Passed	..	Brown (a), (f); fawn (a), (c), (d); drab (b), (c), (d); (e); grey (a), (d); smoke grey (f); &c.	—	—	Incompletely green blind.	—	—	
63	F. R.	21	64	—	Second Mate	South Shields	4 Nov. 1901	Passed	..	Brown (a), (b), fawn (c); drab (c), &c.	Smoke grey (c); blue green, No. 1 (b), (c), (d).	—	Completely red blind.	—	—	
64	R. B. L.	30	5	—	Sight Tests	London	13 Nov. 1901	Failed	..	—	—	—	—	—	—	
65	A. W. B.	32	64	—	Second Mate	London	15 Nov. 1901	Passed	..	Red (b); madder pink (a); smoke grey (d); fawn (c); drab (d), (f).	Smoke grey (c), (d); violet (d); blue green, No. 1 (c), (d).	Yellow green, No. 1 (d); reddish brown (c); brown (d); drab (b).	Completely red blind.	Appealed and failed, 2nd November, 1901.	—	
66	F. W. H.	16	—	—	Sight Tests	N. Shields	27 Nov. 1901	Passed	..	—	Purple (a), (b), (c), (d); violet (a), (b).	—	Incompletely red blind.	—	—	
67	J. G. D.	16	14	—	Sight Tests	London	26 Nov. 1901	Passed	..	(Failed in the Colour Vision Test).						Appealed and passed, 11th December, 1901.
68	J. B. L.	1	42	—	Second Mate	London	26 Nov. 1901	Passed	..	(Failed in the Colour Vision Test).						Appealed and passed, 11th December, 1901.
69	D. W.	27	64	—	Second Mate	Dundee	3 Dec. 1901	Passed	..	Carmine (d); fawn (d), (e); reddish brown (c); drab (c); reddish grey (c).	Smoke grey (c), (d); violet (c); green- ish blue (b); blue green, No. 2 (c), (d), (e).	Yellow green, No. 1 (d); yellow green, No. 2 (d); green- ish yellow (c); brown (c), (d), (e).	Completely green blind.	—	—	
70	D. MoG.	15	—	—	Sight Tests	Liverpool	10 Dec. 1901	Failed	..	—	—	—	—	—	—	
71	J. MoA.	26	5	—	Mate, Home Trade	Greenock	13 Dec 1901	Failed	..	—	—	—	—	—	—	
72	E. De la C.	15	1	—	Sight Tests	Liverpool	14 Dec. 1901	Passed	..	Madder pink (f); purple (d); grey (d).	Blue green, No. 1 (b); blue green, No. 2 (d); smoke grey (c); sage grey (c).	Yellow green, No. 2 (f); greenish yel- low (b), (c); brown (d).	Completely green blind.	—	—	
73	J. E.	32	44	—	Second Mate	Newport	16 Dec. 1901	Passed	..	Madder pink (b); reddish grey (d); fawn (c).	Smoke grey (a), (c); blue green, No. 2 (a).	—	Completely green blind.	—	—	
74	J. L. W.	15	4	—	Sight Tests	Cardiff	30 Dec. 1901	Passed	..	Madder pink (f); (d), (b); red (b); (c); smoke grey (c), (f); red- dish grey (c), (c), &c.	Blue (b), (c), (c); violet (a), (d); purple (a), (c), (d), &c.	Sage green (a); greenish yellow (c); brown (d); bronze brown (c), &c.	Completely red blind.	—	—	

TABLE II.—TABLE showing the NUMBER and PERCENTAGE of FAILURES to pass the SIGHT TESTS from 1877 to the end of 1901.

Note.—Up to 31st August, 1894, candidates were tested by means of coloured cards and glasses. Since that date Holmgren's wool test has been used, supplemented by a test for form vision, and a test for colour ignorance.

Year.	Number of Examinations in Form Vision.	Number of Failures in Form Vision.	Percentage of Failures in Form Vision.	Number of Candidates examined in Colour Vision.	Number of Failures in Colour Vision.	Percentage of Failures in Colour Vision.
1877-79	—	—	—	5,967	26	·43
1879-80	—	—	—	4,344	16	·36
1880-81	—	—	—	4,501	21	·46
1881-82	—	—	—	4,138	27	·65
1882-83	—	—	—	4,078	32	·78
1883-84	—	—	—	4,659	27	·57
1884-85	—	—	—	4,460	31	·69
1885-86	—	—	—	4,509	08	1·39
1886-87	—	—	—	4,539	51	1·12
1887-88	—	—	—	4,965	50	1·01
1888-89	—	—	—	5,232	54	1·03
1889-90	—	—	—	5,501	52	·94
1890-91	—	—	—	5,289	63	1·19
1891-92	—	—	—	5,219	43	·82
1892-93	—	—	—	5,200	61	1·17
1893-94 (June 1893—Aug. 1894).	—	—	—	6,663	85	1·27
1894-95 (Sept. 1894—Dec. 1895).	6,783	103	1·51	6,680	93*	1·39
1896	5,051	34	0·67	5,017	51	1·02
1897	5,977	34	0·57	5,943	40†	·67
1898	4,103	23	0·56	4,080	33	·81
1899	4,642	21	0·45	4,621	39	·84
1900	4,318	18	0·42	4,300	31	·72
1901	4,901	23	0·47	4,878	46	·94

* One of these men passed on appeal in 1896.

† One of these men passed on appeal in 1898.




















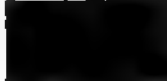



TABLE III.—NATURE OF DEFECTS IN COLOUR VISION IN 1901, USING THE YOUNG-HELMHOLTZ THEORY OF COLOUR VISION.

	Number of Cases.	Percentage in Total Number of Failures.	Percentage in Total Number Examined for Colour Vision.
Complete red blindness	16	34·8	·33
Incomplete red blindness	4	8·7	·08
Complete green blindness	15	32·6	·31
Incomplete green blindness	11	23·9	·22

COLOUR CHART.

Specimen Colours of the various series of Skeins used in the Examinations.

The letter (a) attached to a colour means that it is the darkest of the series (b) the next and so on.

Green Test Skein		Pink Test Skein.		Supplementary Red Test Skein	
Red (c)		Yellow (a)		Greenish Yellow (c)	
Blue Green N°2(c)		Greenish Blue (b)		Blue (c)	
Blue Green N°1(c)		Green (b)		Sage Green (b)	
				Yellow Green N°2(d)	
				Yellow Green N°1 (c)	
				Violet (a)	
				Brown (d)	
				Reddish Brown (b)	
				Bronze Brown (d)	
Fawn (b)		Carmine (a)		Madder Pink (c)	
		Grey (b)		Smoke Grey (a)	
		Reddish Grey (b)		Sage Grey (b)	
		Drab (b)			

MERCHANT SHIPPING ACT, 1894.

R E T U R N

OF ALL

BRITISH SHIPS ordered by the BOARD OF TRADE, or its OFFICERS, during the period from 1st JULY 1901 to 30th JUNE 1902, to be PROVISIONALLY DETAINED as UNSAFE by reason of the DEFECTIVE CONDITION of their HULLS, EQUIPMENTS, or MACHINERY, or by reason of OVERLOADING or IMPROPER LOADING, in pursuance of the provisions of Section 459 of the Merchant Shipping Act 1894, giving the NAMES of the OWNERS of those SHIPS which have been dismantled, broken up, or converted into hulks, &c. ;

ALSO OF ALL

FOREIGN SHIPS ordered to be PROVISIONALLY DETAINED during the same period as UNSAFE by reason of OVERLOADING or IMPROPER LOADING, in pursuance of the provisions of Section 462 of the same Act ;

TOGETHER WITH

S U M M A R I E S,

SHOWING respectively the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED as UNSAFE from 1st JULY 1901 to 30th JUNE 1902, and since the 1st OCTOBER 1876, distinguishing between those Cases in which the SHIPS were found SAFE, or UNSAFE.

(In continuation of Parliamentary Paper [Cd. 734].)

Presented to both Houses of Parliament by Command of His Majesty.

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1912.

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CONTENTS.

	PAGE
TABLE 1.—Ships ordered to be provisionally detained as unsafe - - - July 1901	3
TABLE 2.— " " " " - - - August "	3
TABLE 3.— " " " " - - - September "	4
TABLE 4.— " " " " - - - October "	4
TABLE 5.— " " " " - - - November "	5
TABLE 6.— " " " " - - - December "	5
TABLE 7.— " " " " - - - January 1902	6
TABLE 8.— " " " " - - - February "	6
TABLE 9.— " " " " - - - March "	7
TABLE 10.— " " " " - - - April "	8
TABLE 11.— " " " " - - - May "	8
TABLE 12.— " " " " - - - June "	9
SUMMARIES - - - - -	10-11

Note.—This Return includes only Ships detained as "unsafe" under Sections 459 and 462 of the Merchant Shipping Act, 1894. It does not, therefore, include any Ship detained for not being provided with proper lights, fog signals, and life saving appliances, or for not being properly marked.

Table 1.—Ships ordered to be provisionally detained as unsafe during the Month of July 1901, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Emily Florence -	Peterhead -	Sailing	79-60	20	—	Morrison's Haven and Peterhead.	Board's officer	Improper loading.	Found unsafe	Ventilated and released.	No appeal	Expressed no opinion.	—
Seaton - - (Swedish) -		Steam	920-559	30	—	Methil -	Board's officer	Overloading	Found unsafe	Lightened and released.	No appeal	Expressed no opinion.	—

Table 2.—Ships ordered to be provisionally detained as unsafe during the Month of August 1901, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Guide - -	Gloucester -	Sailing	187-99	47	—	Preston and Gloucester.	Board's officer	Defective hull.	Found unsafe	Converted into a barge.	No appeal	Willing.	Mr. A. Johns, Gloucester.
Orion - -	Frasburgh -	Sailing	78	43	-	Sunderland -	Board's officer	Overloading	Found unsafe	Lightened and released.	No appeal	Expressed no opinion.	—

* No surface ventilation for coal cargo.

Table 3.—Ships ordered to be provisionally detained as unsafe during the Month of September 1901, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Ariadne . .	(German) .	Steam	981-617	3	—	Grangemouth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Kyle . . .	Hull . .	Steam	86-40	29	—	Metthil .	Board's officer	Overloading & improper lashing.*	Found unsafe though overloading.	Lightened and released	No appeal	Expressed no opinion.	—

Table 4.—Ships ordered to be provisionally detained as unsafe during the Month of October 1901, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Johri . .	(Norwegian)	Steam	334-194	10	—	Burntisland	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Reece . .	Inverness .	Sailing	53	34	—	Grangemouth	Board's officer	Improper loading.	Found unsafe	Ventilated and released	No appeal	Willing.	—
Bolent . .	Southampton	Steam	728-448	31	—	West Hartlepool.	Board's officer	Improper loading.	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—
Stamfordham .	Newcastle .	Steam	921-528	3	100 A 1	West Hartlepool.	Board's officer	Improper loading.	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—

* Insufficient surface ventilation for coal cargo.

Table 5.—Ships ordered to be provisionally detained as unsafe during the Month of November 1901, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
				Class, if any, at Lloyd's at Time of Detention.								

NIL.

Table 6.—Ships ordered to be provisionally detained as unsafe during the Month of December 1901, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
				Class, if any, at Lloyd's at Time of Detention.								
Ferguslie . . .	Glasgow .	Steam .	410-162	8	100 A1	Board's officer	Overloading .	Found unsafe	Lightened and released .	No appeal	Expressed no opinion.	—
Jet	Newcastle .	Steam .	986-604	35	100 A1	Board's officer	Improper load- ing* and de- fective hull & equipments.	Found unsafe	Repaired, ventilated, and released.	No appeal	Expressed no opinion.	—
Peter Hamre . .	(Norwegian)	Steam .	1080-665	2	—	Board's officer	Overloading .	Found unsafe	Lightened and released .	No appeal	Expressed no opinion.	—
Prudhoe Castle .	North Shields	Steam .	815-481	35	A1	Board's officer	Defective equip- ments.	Found unsafe	Repaired and released .	No appeal	Expressed no opinion.	—

* Insufficient surface ventilation for coal cargo.

Table 7.—Ships ordered to be provisionally detained as unsafe during the Month of January 1903, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Lloyd's at Time of Detention.								
Harpalus .	London	Steam	1445-907	7	100 A1	West Hartlepool.	Board's officer	Improper loading.	Found unsafe	Ventilated and released	No appeal	Expressed no opinion.	—

Table 8.—Ships ordered to be provisionally detained as unsafe during the Month of February 1903, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.									Class, if any, at Lloyd's at Time of Detention.
H. A. Hartmann (Norwegian)	Steam	554-536	20	—	Methil.	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

* Insufficient surface ventilation for coal cargo

Table 9.—Ships ordered to be provisionally detained as unsafe during the Month of March 1903, giving the Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court or Survey.	Whether Crews were willing, or unwilling, to proceed to sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Clam, if any, at Lloyd's at Time of Detention.								
Dundee . . .	Glasgow .	Steam .	156-53	1	—	Glasgow .	Board's officer	Improper loading and overloading.	Found unsafe	Reloaded, lightened, and released.	No appeal	One unwilling.	—
England . . .	(Danish) .	Steam .	1014-836	12	100 A	Blyth . .	Board's officer	Overloading .	Found unsafe	Lightened and released.	No appeal	Expressed no opinion.	—
Paris . . .	(Danish) .	Steam .	1372-866	8	—	Burntisland .	Board's officer	Overloading .	Found unsafe	Lightened and released.	No appeal	Expressed no opinion.	—
Shepherdess .	Fowey . .	Sailing .	215-179	37	—	Fowey and Par.	Board's officer	Defective hull and equipments.	Found unsafe	Still detained . . .	No appeal	Expressed no opinion.	—
Westmanland	(Swedish) .	Steam .	1876-976	26	—	West Hartle pool	Board's officer	Overloading .	Found unsafe	Released, April 1, at summer freeboard.	No appeal	Expressed no opinion.	—

Table 10.—Ships ordered to be provisionally detained as unsafe during the Month of April 1902, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Seafower.	Lerwick.	Steam.	69-40	13	Scalloway.	Board's officer.	Improper loading.	Found unsafe.	Reloaded and released.	No appeal.	Expressed no opinion.	—
Stomex Maid.	Newhaven.	Sailing.	132-161	46	Sunderland.	Board's officer.	Overloading.	Found unsafe.	Lightened and released.	No appeal.	Expressed no opinion.	—

Table 11.—Ships ordered to be provisionally detained as unsafe during the Month of May 1902, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Bato.	Southampton.	Sailing.	223-198	31	West Hartlepool.	Board's officer.	Defective hull.	Found unsafe.	Repaired for voyage to Whitby and released.	No appeal.	Expressed no opinion.	—
Mayflower.	Belfast.	Steam.	258-73	2	North Shields.	Board's officer.	Overloading.	Found unsafe.	Lightened and released.	No appeal.	Expressed no opinion.	—

Table 12.--Ships ordered to be provisionally detained as unsafe during the Month of June 1902, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	Port of Registry	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing, or unwilling, to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
		Sailing or Steam.	Registered Tonnage.	Age, Years.	Class, if any, at Lloyd's at Time of Detention.								

Nil.

SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED from 1st July 1901 to 30th June 1902, distinguishing between those Cases in which the SHIPS were found SAFE, or UNSAFE.

I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as defective.						
	Government Officers.					Crews.					Other Persons.				Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.
	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.					
Steam Ships (iron or steel)	—	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	1	—	
Steam Ships (wood)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sailing Ships (iron or steel)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sailing Ships (wood)	—	3	—	—	3	—	—	—	—	—	—	—	—	—	—	3	—	—	
TOTAL	—	4	—	—	4	—	—	—	—	—	—	—	—	—	—	4	—	4	

II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen, or improperly laden.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron or steel).	—	17	—	17	—	—	—	—	—	—	—	—	—	17	—	17
Steam Ships (wood)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sailing Ships (iron or steel).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sailing Ships (wood)	—	4	—	4	—	—	—	—	—	—	—	—	—	4	—	4
TOTAL	—	21	—	21	—	—	—	—	—	—	—	—	—	21	—	21*

* Eight of these vessels were of Foreign nationality.

SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the 1st October 1876, distinguishing between those Cases in which the SHIPS were found SAFE, or UNSAFE.

I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP	Ships reported by														Total Number of Ships reported as defective.				
	Government Officers.					Crews.					Other Persons.								
	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	Improperly detained.	TOTAL.
Steam Ships (iron)	1*	132†	—	1	134	1	9	—	—	10	—	1	—	1	2	133	—	1	134
Steam Ships (wood)	—	24†	—	—	24	—	1	—	—	1	—	—	—	—	—	25	—	—	25
Sailing Ships (iron)	—	12	—	—	12	—	2	—	—	2	—	—	—	—	—	14	—	—	14
Sailing Ships (wood)	4	649§	—	6	659	11	69||	—	1	73	1	16||	—	17	8	734	—	7	741
TOTAL	5	817	—	7	829	4	81	—	1	86	1	17	—	18	10	915	—	8	923

* Declared unsafe by Board's Officers, but released by order of a Court of Survey.

† One of these ships was also detained on the ground of overloading or improper loading.

‡ One of these ships was also detained on the ground of improper loading.

§ Eleven of these ships were also detained on the ground of overloading or improper loading.

|| One of these ships was also detained on the ground of improper loading.

¶ Of these ships 227 were classed.

II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen, or improperly laden.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron)	7	899*	—	906	—	1	—	1	—	—	—	—	7	900	—	907
Steam Ships (wood)	—	6	—	6	—	—	—	—	—	—	—	—	—	6	—	6
Sailing Ships (iron)	1	25	—	26	—	—	—	—	—	—	—	—	1	25	—	26
Sailing Ships (wood)	—	105†	—	105	—	2‡	—	2	—	—	—	—	—	107	—	107
TOTAL	8	1,035	—	1,043	—	3	—	3	—	—	—	—	8	1,038	—	1,046

* Seventeen of these ships were also detained on account of defective hull or equipments.

† Three of these ships were also detained on account of defective hull or equipments.

‡ One of these was detained also on the ground of defective hull.

Board of Trade,
August, 1902.

FRANCIS J. S. HOPWOOD,
Secretary.

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1902.

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MERCANTILE CRUISERS COMMITTEE.

COPY of LETTER appointing COMMITTEE, with INSTRUCTIONS to the CHAIRMAN,
the Right Hon. The EARL OF CAMPERDOWN.

My LORD,

Admiralty, 26th April 1902.

I AM commanded by my Lords Commissioners of the Admiralty to state to you that as the fastest ships in the Mercantile Marine now in existence are not registered as British vessels, the time has come, in their Lordships' opinion, to reconsider the principles on which subsidies are now being given to British Steamship Companies for the retention of Merchant Cruisers with a view to securing—

- (1) Greater horse-power and therefore greater speed ;
 - (2) That Merchant Steamers once subsidised shall not be transferred to a Foreign flag without the consent of the Board of Admiralty.
2. They have accordingly decided to appoint a Committee to take evidence, consider, and report in what manner and at what cost vessels can be secured which—
- (a) Shall combine greater speed with a large radius of action. No subsidy to be given for a lower speed than 20 knots ;
 - (b) Shall be capable of carrying an armament of at least 4·7-inch guns ;
 - (c) Shall be subdivided as under the present system ;
 - (d) Shall possess a steering gear below the water-line if this does not entail too great a cost ;
 - (e) When once subsidised shall not be transferred to a Foreign flag without the consent of the Board of Admiralty.

3. My Lords have received with much satisfaction the intimation that your Lordship has consented to act as Chairman of this Committee, which will include the following members:—

Vice-Admiral C. C. P. FitzGerald.

Professor J. H. Biles (representative of the Institute of Naval Architects).

Mr. Robert Chalmers, C.B., representing the Treasury.

Mr. H. Buxton Forman, C.B., representing the Post Office and a representative of the Board of Trade,* with

Captain Reginald G. O. Tupper, R.N., as Secretary.

I am, &c.,

The Earl of Camperdown,
39, Charles Street,
Berkeley Square.

(Signed) EVAN MACGREGOR.

* The First Lord of the Admiralty and the President of the Board of Trade subsequently arranged that no separate representative of the Board of Trade was necessary, but that an Officer of the Department should give evidence before the Committee.

REPORT.

To Sir EVAN MACGREGOR, K.C.B., &c., &c., &c.,
Secretary of the Admiralty.

SIR,

WE have the honour to report as follows :—

1. In pursuance of our instructions, we have considered the questions referred to us. We have held 12 meetings and have communicated with many well-known Directors of Shipping and Shipbuilding Firms, of whom some have been so good as to place their views before us, either by giving evidence or by handing in a written memorandum.

2. The specification of a minimum speed of 20 knots in the Reference, has been understood by us to apply, not to a vessel running at that speed on the measured mile, or for a short distance, but to a vessel which averages 20 knots, and which is capable of maintaining that speed for a considerable distance, say for about 3,000 nautical miles.

3. It is obvious that such ships must be of great size, of great length, of deep draught, and are, thereby, virtually excluded from trading by the Suez Canal route.

4. Owing to the fact that we were unable to lay before those whom we consulted, definite specifications or forms of tender, their replies to our queries are necessarily general in character, and their calculations are based upon their individual conceptions of the conditions to be observed in the construction of ships of various types. Hence their estimates will be found to vary considerably.

5. With regard to the other conditions which we were directed to treat as essential, we find that compliance with these will not lead to any material increase of cost of construction. It appears that all or nearly all large mercantile vessels of high speed—

- (i.) are structurally strong enough to carry and fight 4·7 in. guns ;
- (ii.) are sub-divided up to present Admiralty requirements ;
- (iii.) can be fitted with steering gear below the waterline without difficulty, and at an expense of between 500*l.* and 1,000*l.* per ship per annum, including interest on excess of first cost, depreciation, upkeep, &c.

6. We have inquired carefully into the initial cost of vessels possessing a speed of 20 knots, and up to 26 knots, and also into the amount of annual subsidy which would be required by a commercial company towards making good the loss which would be sustained in peace time by running such vessels.

7. These costs may be provided either by—

- (i.) the Admiralty guaranteeing a sum representing the first cost of each ship ; thus enabling a shipowner to raise the capital at 3 per cent., instead of 5 per cent. which he would otherwise have to pay ;
- (ii.) the contribution on the part of the Admiralty of a lump sum towards the first cost of the ship, thereby reducing the outlay on the part of the shipowner ;
- (iii.) an annual payment extending over an agreed period of years.

8. Adopting the principle of an annual payment, we subjoin in a tabular form our estimates of the first cost of ships having a speed of from 20 to 26 knots, and of the subsidy which we believe will be found necessary.

Average Ocean Speed.	First Cost, Building, &c.	Engine Power.	Annual Subsidy.
Knots.	£	I.H.P.	£
20	350,000	19,000	9,000
21	400,000	22,000	19,500
22	470,000	25,500	40,500
23	575,000	30,000	67,500
24	850,000	40,000	110,500
25	1,000,000	52,000	149,000
26	1,250,000	68,000	204,000

It is possible that hereafter the first cost of such ships and their running cost, may be diminished to some extent by inventions for using oil fuel, turbine engines, &c., &c.; but for the present purpose these cannot be taken into consideration.

9. We are of opinion that it would be necessary to guarantee the subsidy for a considerable period. In our estimate we have taken the period at 10 years.

10. It will be observed that in the case of vessels of 20-knots speed, our figures of subsidy do not differ largely from the present payments to the Cunard and White Star Lines for their fastest ships. Each additional knot is only obtained at a rapidly progressing increase of cost.

Thus it will be seen that progress from 20 to 24 knots involves doubling the initial cost and the engine power.

11. An alternative method of paying subsidy would be to make a graduated annual payment, the amount being high in the earlier years of the term, and diminishing annually according to the diminishing value of the ship.

12. With regard to providing security against the transfer of a subsidised vessel to a Foreign flag without the consent of the Board of Admiralty, all the estimates given to us by the witnesses were based on the understanding that arrangements would be made for this condition to be enforced. Leaving out of consideration possible alterations of the law, and disregarding as inadequate the suggestion of a mortgage or other obligation on the vessel—we think that the desired security might be obtained by a scheme by which, during the term of subsidy, the Admiralty would be the registered owners of not less than 33/64ths of the vessel; the management and profits being left wholly to the Company, and legal security being taken that all owners' obligations should appertain exclusively to the Company.

13. In the course of our inquiry the question of consultation between the Admiralty and the Post Office came under review. It appeared that during the recent negotiations for subsidising certain vessels which carry the mails as Mercantile Cruisers, no communication was addressed to the Post Office by the Admiralty. We suggest that it is desirable that, before any subsidies or contracts are entered into in future, the two Departments should invariably consult together, so as to ensure that the arrangements made shall comprehend all Imperial interests. This is deemed more especially desirable, as the present Post Office Contract clauses secure for the Admiralty wide powers over the ships of companies contracting with the Post Office.

14. In conclusion, the Committee desire to acknowledge the valuable assistance which they have received throughout their Inquiry from Captain Tupper, R.N., who has been associated with them as Secretary.

We have the honour to be,

Sir,

Your obedient Servants,

(Signed) CAMPERDOWN.

C. C. P. FITZGERALD.

J. H. BILES.*

H. BUXTON FORMAN.

ROBERT CHALMERS.

Admiralty,
9th July 1902.

*Additional Remarks by Professor Biles.

While I fully agree with my colleagues in the above Report, I am of opinion that the terms of reference admit of a much wider interpretation of the question than it has received. We have dealt with the "cost" of securing ships of stated speeds, but the consideration of the "manner" of securing them has been confined wholly to the question of how much money payment in the form of Admiralty Subvention would secure a ship for purely naval purposes. The scheme of subsidies indicated in the Report can, under existing conditions, only apply to Atlantic ships. But inasmuch as speed is a desideratum upon other mail routes, it seems to me to

be desirable to carry this inquiry further in order to consider the practicability of securing high-speed vessels on such mail routes. Fast steamers can be run in conjunction with a large fleet of vessels of lower speed with commercial advantage to the fleet as a whole, though individually the fast vessels may lose money, and in consequence it seems to be practicable to secure vessels such as are required by the Admiralty by inserting in all future Mail Contracts (which should run for a period of ten years) a condition that a definite proportion of the ships of each contracting company should fulfil the Admiralty requirements as to speed and other essentials. The result of this would be to secure to the Public Service a well-distributed and adequate number of mercantile auxiliaries of high speed.

The Government business in connection with subsidised steamers should, in my opinion, be dealt with by a single Department and, as the chief service to be rendered would relate to mails, while the work of the mercantile auxiliaries for the Admiralty would be at most an incidental matter, except in wartime, it seems that this business should be conducted by the Post Office.

(Signed) J. H. BILES.

MERCHANT SEAMEN'S FUND.

A C C O U N T

OF THE

RECEIPT AND EXPENDITURE

UNDER THE

SEAMEN'S FUND WINDING-UP ACT,

From 1st January to 31st December 1901.

(Pursuant to Act 14 & 15 Vict. c. 102, s. 59.)

*Ordered, by The House of Commons, to be Printed,
20 June 1902.*

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1902.

AN ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT, from 1st January to 31st December 1901.

R E C E I P T S.		P A Y M E N T S.		£.	s.	d.
To Balance in hand on 1st January 1901, as shown in the preceding Account	- - - - -	By Amount paid for Pensions and Commutation of Pensions	- - - - -	-	-	3,792 4 4
To Amount of the Vote of Parliament for the Year ending 31st March 1902	- - - - -	By Saving on the Parliamentary Vote, 1899-1900, surrendered	- - - - -	-	-	448 19 4
		By Balance in hand on 31st December 1901, as under, viz. :—				4,241 3 8
		Amount in the Exchequer	- - - - -	1,200	-	-
		Amount in hands of Her Majesty's Paymaster General (adjusted for outstanding Transfers)	- - - - -	894	9 11	-
				2,094	9 11	-
		Less, Balance due on sundry Accounts	- - - - -	58	19 4	-
						2,035 10 7
	£.				£.	6,276 14 3

There were no contributions to the Fund from masters and seamen during the year 1901.

Board of Trade,
5th June 1902. }T. W. P. Blomefield,
Assistant Secretary.

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1900 and 1901.

Rate of Pension.	CLASS OF PENSIONERS.	1900.		1901.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s. d.
6 16 -	Masters - - - - -	-	-	1	6 16 -
3 8 -	Seamen - - - - -	1	3 8 -	-	-
4 8 -	Widows of Masters - - - - -	6	26 8 -	3	13 4 -
2 4 -	Widows of Seamen - - - - -	5	11 - -	3	6 12 -
2 4 -	Children of Masters - - - - -	-	-	-	-
1 2 -	Children of Seamen - - - - -	1	1 2 -	1	1 2 -
		13	41 18 -	8	27 14 -

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, which Expired in the Years 1900 and 1901, as reported to the Board of Trade.

CLASS OF PENSIONERS.	1900.		1901.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters - - - - -	15	102 - -	11	74 16 -
Seamen - - - - -	14	47 - -	10	34 - -
Widows of Masters - - - - -	46	202 8 -	26	108 12 -
Widows of Seamen - - - - -	42	87 12 -	37	76 12 -
Children of Masters - - - - -	-	-	-	-
Children of Seamen - - - - -	-	-	-	-
	117	439 - -	84	294 - -

COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1900 and 31st December 1901; distinguishing between Men, Women, and Children, and between different Scales of Pensions; and giving the Total Amount of Pensions of each Class.

CLASS OF PENSIONERS.	1900.		1901.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters - - - - -	410	2,855 17 2	400	2,787 17 2
Seamen - - - - -	567	2,084 15 6	557	2,050 15 6
Widows of Masters - - - - -	1,674	6,493 12 5	1,651	6,398 4 5
Widows of Seamen - - - - -	1,841	4,188 18 3	1,807	4,118 18 3
Children of Masters - - - - -	232	379 2 -	232	379 2 -
Children of Seamen - - - - -	257	223 2 -	258	229 4 -
	* 4,981	16,230 7 4	* 4,905	15,964 1 4

* The number of pensions paid during the quarter ended 31st December 1901 was 977. The difference between these numbers results, it is presumed, from deaths of pensioners whose pensions have necessarily ceased to be claimed, but of whose deaths the Board of Trade have no official knowledge.

AN ACCOUNT of the PROPERTY and MONIES held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the undermentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1901.

Sunderland	- - -	<p>Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland, subject to a Ground-rent of 5<i>l.</i> per annum.</p> <p>£. 2,800 Bond of Commissioners of the River Wear.</p> <p>Cash received for Rents, Interest on Bond, Bequest, Bank Interest, and Donations (including last year's Balance of 258<i>l.</i>), 419<i>l.</i> 14<i>s.</i> 8<i>d.</i></p> <p>Cash paid for Salaries, Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 160<i>l.</i> 15<i>s.</i> 10<i>d.</i></p> <p>Balance in Bank, 258<i>l.</i> 18<i>s.</i> 10<i>d.</i></p>
Rye	- - -	<p>Three Leasehold Cottages, subject to a Ground-rent of 13<i>s.</i> 4<i>d.</i> per annum, and 600<i>l.</i> Two and three-quarters per Cent. Consolidated Stock.</p> <p>Cash received for Rent from the Inmates, and Dividends on Consols (including last year's Balance of 19<i>l.</i> 10<i>s.</i> 5<i>d.</i>), 37<i>l.</i> 17<i>s.</i> 9<i>d.</i></p> <p>Cash paid for Poor - rate, Repairs, and Ground - rent, 6<i>l.</i> 14<i>s.</i> 3<i>d.</i>; Relief granted, 10<i>l.</i>; Total Payments, 16<i>l.</i> 14<i>s.</i> 3<i>d.</i></p> <p>Balance in the hands of the Trustees and in Bank, 21<i>l.</i> 3<i>s.</i> 6<i>d.</i></p>
Boston	- - -	<p>Twelve Almshouses.</p> <p>Cash received for Rent from Inmates, 8<i>l.</i>; Interest, 12<i>s.</i> 7<i>d.</i>; Total Receipts (including last year's Balance of 28<i>l.</i> 14<i>s.</i> 10<i>d.</i>), 37<i>l.</i> 7<i>s.</i> 5<i>d.</i></p> <p>Cash paid for Insurance and Water-rate, 4<i>l.</i> 8<i>s.</i> 6<i>d.</i>; Sundries, 1<i>l.</i> 19<i>s.</i> 7<i>d.</i>; Total Payments, 6<i>l.</i> 8<i>s.</i> 1<i>d.</i></p> <p>Balance in Bank, 30<i>l.</i> 19<i>s.</i> 4<i>d.</i></p>
Scarborough	- - -	<p>Sixty-seven Dwellings or Buildings, called the Seamen's Hospital, and Trinity House.</p> <p>Bequest of 837<i>l.</i> Two and three-quarters per Cent. Consolidated Stock.</p> <p>98<i>l.</i> 12<i>s.</i> 11<i>d.</i> - - - ditto - - - ditto.</p> <p>500<i>l.</i> in Lancashire and Yorkshire Preference Stock.</p> <p>Received for Dividends and Interest, 40<i>l.</i> 12<i>s.</i> 11<i>d.</i>; Rents, &c., 54<i>l.</i> 2<i>s.</i> 6<i>d.</i>; Total Receipts (including last year's Balance of 128<i>l.</i> 5<i>s.</i> 10<i>d.</i>), 223<i>l.</i> 1<i>s.</i> 3<i>d.</i></p> <p>Cash paid to Inmates of the Houses, 36<i>l.</i> 9<i>s.</i>; Salaries, 5<i>l.</i> 8<i>s.</i> 8<i>d.</i>; Insurance, Gas, and Water-rates, Repairs and Sundries, 46<i>l.</i> 5<i>s.</i> 5<i>d.</i>; Total Payments, 88<i>l.</i> 3<i>s.</i> 1<i>d.</i></p> <p>Balance in the hands of Trustees, 134<i>l.</i> 18<i>s.</i> 2<i>d.</i> ;</p>
Whitby	- - -	<p>Fifty Tenements, called Seamen's Hospital Houses.</p> <p>755<i>l.</i> 1<i>s.</i> 2<i>d.</i> Two and three-quarters per Cent. Consolidated Stock.</p> <p>Cash received for Rent and Dividends, 22<i>l.</i> 11<i>s.</i> 4<i>d.</i></p> <p>Cash paid for Repairs, Insurance, Coals distributed to Inmates, and Sundries (including last year's Balance of 5<i>l.</i> 3<i>s.</i> 3<i>d.</i>), 20<i>l.</i> 16<i>s.</i> 6<i>d.</i></p> <p>Balance in the hands of Trustees, 1<i>l.</i> 14<i>s.</i> 10<i>d.</i></p>
Liverpool	- - -	<p>£. 1,600 Bonds of the Mersey Docks and Harbour Board, received from the Committee of the Nelson Fund.</p> <p>Cash received for Interest on Bonds and on Deposit at Bank (including last year's Balance of 3<i>l.</i> 9<i>s.</i> 8<i>d.</i>), 62<i>l.</i> 15<i>s.</i> 7<i>d.</i></p> <p>Cash paid to pensioners, 60<i>l.</i></p> <p>Balance in Bank, 2<i>l.</i> 15<i>s.</i> 7<i>d.</i></p>

MERCHANT SEAMEN'S FUND.

**ACCOUNT of the Receipt and Expenditure
under the SEAMEN'S FUND WINDING-UP ACT,
from 1 January to 31 December 1901.**

(Pursuant to Act 14 & 15 Vict. c. 102, s. 69.)

*Ordered, by The House of Commons, to be Printed,
30 June 1902.*

[Price 1d.]

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under the SEAMEN'S FUND WINDING-UP ACT,
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(*Parliament to Act 14 & 15 Vict. c. 102, s. 89.*)

*Ordered, by The House of Commons, to be Printed,
20 June 1902.*

[*Price 1d.*]

MERCANTILE MARINE—(SEAMEN EMPLOYED).

R E T U R N
OF THE
NUMBER, AGES, RATINGS, AND NATIONALITIES
OF THE
S E A M E N
EMPLOYED
On the 31st day of March 1901
ON
VESSELS REGISTERED, UNDER PART I. OF THE
MERCHANT SHIPPING ACT, 1894,
IN THE
BRITISH ISLANDS.

Presented to both Houses of Parliament by Command of His Majesty.

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INDEX TO TABLES.

Table.	Contents.	Page.
COMPARATIVE TABLES.		
I.	Vessels and Seamen	xiii
II.	Ratings in each Trade, distinguishing Foreigners	xiv
III.	Ages of Sailors and Boys	xv
IV.	Vessels registered compared with Vessels employed at Sea	xvi
TABLES RELATING TO THE 31ST MARCH, 1901.		
1	The Number and Tonnage of the Vessels and the Seamen employed in each Trade.	1
2	Ratings in each Trade, distinguishing Foreigners... ..	2
3	Ages	4
4	Nationalities and Ratings	6
5	Nationalities and Ages	8
6	Ages and Ratings of Seamen of all Nationalities	10
7	" " born in England and Wales	11
8	" " " Scotland	12
9	" " " Ireland	13
10	" " " the Channel Islands	14
11	" " " Isle of Man	15
12	" " described as " British "	16
13	" " born in the Colonies	17
14	" " Foreign Countries... ..	18
15	" " at Sea or whose birth places were not stated.	19
16	" of British Seamen	20
<i>Seamen born in the British Islands.</i>		
17	Ages and Ratings, Summary	21
18	" " Coasting Trade	22
19	" " Home Trade	23
20	" " Foreign Trade	24
21	" " Fishing	25
<i>Seamen on Agreements opened abroad.</i>		
22	Ratings of Seamen and Number and Tonnage of the Vessels	26
<i>Seamen on Colonial Vessels.</i>		
23	Ratings and Nationalities	28
24	" " Ages	30
<i>Seamen on Foreign Vessels.</i>		
25	Foreign Vessels in the British Islands and their crews	31

CLASSIFICATION OF RATINGS.

TRADING VESSELS.

- "*Masters*" includes every person, except a pilot, having command or charge of any ship, whether he is certificated or not.
- "*Mates*" includes all officers rated as First, Second, &c. Officers or Mates (whether certificated or not) except men, described as "*Mates*" of small vessels carrying not more than five persons on board, who have not been regarded as officers, but have been included with "*Sailors undefined*."
- "*Boatswains*" includes Boatswains, Boatswains' Mates, and men rated as "*Boatswain and Lamps*."
- "*Carpenters*,"
 "*Sailmakers*,"
 "*Quarter-masters*,"
 "*Lamptrimmers*." } Seamen are included under these heads if so rated exclusively, or as A.B. in addition.
- "*Other Petty Officers*" includes "*Baggage-Masters*," "*Masters-at-arms*," "*Masters-of-hold*," &c.
- "*Able Seamen*" includes men so described upon the Agreement or list of crew, whether they have proved their qualification or not.
- "*Sailors undefined*" includes men described as "*Deck Hands*," or as "*Seamen*," or, in cases where there are not more than five persons in all on board, as "*Mates*."
- "*Ordinary Seamen*" includes all men rated as such upon the Agreement or list of crew.
- "*Apprentices*" includes Midshipmen.
- "*Boys*" includes all boys (except Apprentices) not specially engaged for the Engineers' or Stewards' Departments.
- "*Engineers*" includes all Engineers or Assistant Engineers (whether certificated or not) except Refrigerating or Hydraulic Engineers.
- "*Firemen*" or "*Firemen and Trimmers*." Men engaged as "*Stokers*" are also included under this head.
- "*Trimmers*"
 "*Donkeymen*"
 "*Oilmen and Greasers*" } include men so rated.
- "*Other Persons in Engineers' Department*" includes Winchmen, Cranemen, Boiler-makers, Engineers' Storekeeper, boys engaged exclusively for the Engineers' Department (except mess-room boys), Hydraulic Engineers, &c.
- "*Surgeons*" includes all duly qualified Medical Practitioners.
- "*Pursers, &c.*" includes Storekeepers (except those in the Engineers' Department) and Clerks.
- "*Stewards, &c.*" includes Cooks, Waiters, General Servants, Butchers, Bakers, Barbers, Cabin Boys, Mess-room Boys, &c.
- "*Stewardesses, &c.*" includes all women entered upon the Agreements or lists of crew.
- "*Cattlemen*" } Only the Cattlemen and Pilots who are entered upon the Agreements or
 "*Pilots*" } lists of crew are included under these heads.
- "*Other persons*" includes Electricians, Cable Hands, Refrigerating Engineers, Whale-men, &c.

FISHING VESSELS.

- "*Skipper*" signifies the officer in charge, whether certificated or not.
- "*Second Hands*" includes men rated as "Second Hand" or "Mate"; but any who are also either Engineers or Apprentices are classed under those heads.
- "*Fishermen*" includes Third, Fourth, Fifth, &c. Hands, Net-ropemen, Net-stowers, Hawsemen, Capstanmen, Youngers, and some Fishermen who also act as Firemen. If, however, any are under 18 years of age they are classed as Boys.
- "*Apprentices*" includes all boys duly indentured as Apprentices, without reference to the rating in which they are serving.
- "*Boys*" includes all persons so rated and persons under 18 years of age who are not Second Hands, Apprentices, or Cooks.
- "*Engineers*" includes all men so rated, except those who act both as Skipper and Engineer.
- "*Firemen*" includes men rated as "Firemen" or "Stokers." If a Fisherman is stated to act also as Fireman he is classed as Fisherman.
- "*Trimmers*" includes persons so rated who are not Apprentices.
- "*Stewards and Cooks*" includes persons so rated who are not Apprentices.
- "*Other Persons*" includes Purser and Pilots.

DEFINITIONS.

- "*Seamen*" is used in this Return to include all persons, without exception, who appear as members of the crew upon the Agreements or "Lists" rendered under Sections 118, 119, or 253 of the Merchant Shipping Act, 1894.
- "*The British Islands*" means the United Kingdom, the Channel Islands, and the Isle of Man as defined in Section 18 of the Interpretation Act, 1889.
- "*Colonies*" is used in this Return to include India and all British possessions abroad.
- "*Lascars*": The men included under this head are Asiatics and East Africans employed on vessels trading either from India to this country or entirely in Asiatic or Australian waters and serving under Agreements which terminate in Asia.
- "*Coasting Trade*" is trade upon the coasts of the United Kingdom or the Isle of Man.
- "*Home Trade*" is trade within the limits of the British Islands and the continent of Europe between the River Elbe and Brest.
- "*Foreign Trade*" is trade beyond the above limits.
- The Districts* to which the vessels trade, shown in Table I., are the geographical divisions adopted by "Lloyd's."
-

SEAMEN

EMPLOYED UPON

SEA-GOING VESSELS (EXCEPT YACHTS)

REGISTERED IN THE

BRITISH ISLANDS.

1. The following Tables have been prepared, from lists of crew and other documents in the charge of the Registrar General of Shipping and Seamen, with a view to showing the Number, Ages, Ratings, and Nationalities, of Seamen employed upon a given day, namely, the 31st of March, 1901, on sea-going vessels, except yachts, registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands. They do not show, and do not attempt to show, the *total number of Seamen* who follow the sea-service in connexion with the registered sea-going vessels.

The limits
of the
Tables.

2. These Tables constitute the third quinquennial census of seamen thus employed ; a census having previously been taken on the 5th April, 1891, and on the 25th March, 1896.

Previous
enumerations.

The Tables for 1901 are preceded by the Comparative Tables I.-IV., which have been drawn up for the purpose of showing the principal changes which have taken place during each of the quinquennial periods.

NUMBER AND NATIONALITY OF THE SEAMEN.

3. The number of seamen enumerated on each occasion is shown in Comparative Table I. (page xiii) to have been as follows :—

Total
enumerated.

—	1891	1896.	1901.
Seamen on vessels registered only under Part I. of the Merchant Shipping Act, 1894.* (Trading Vessels.)	172,773	180,366	186,636
Seamen on vessels registered under both Parts I. and IV. of the Merchant Shipping Act, 1894. (Fishing Vessels.)	17,831	19,136	19,502
Total	190,604	199,502	206,138

* Vessels registered under Part I. of the Act include trading vessels and some sea fishing vessels. All sea fishing vessels must be registered under Part IV. of the Act, but only those exceeding fifteen tons burden are required to be also registered under Part I.

Increase
of the
seamen on
Trading
Vessels.

4. The increase in the number of seamen on Trading Vessels consists entirely of Lascars and Foreign Seamen. During the ten years from 1891 to 1901, the number of Lascars increased by 12,288, and Foreign Seamen by 8,730. In the same period British Seamen (including those born at sea, and those whose birthplaces were not stated) have decreased in number by 7,155.

Nationality
of the
seamen.

5. The places at which the Seamen on Trading Vessels are reported to have been born are shown in the following table :—

Place of Birth.	Number of Seamen enumerated in		
	1891.	1901.	1901.
England including Wales, the Channel Islands, and the Isle of Man.	81,360	80,977	78,094
Scotland	23,000	22,248	20,447
Ireland	13,568	12,599	12,599
Total British Islands	117,928	115,824	111,140
"British" not otherwise defined	2,585	4,368	2,971
Seamen born at sea and whose birthplaces were not stated.	*2,629	196	408
Colonies	4,420	4,621	5,893
Total British	127,557	125,009	120,412
Foreign Countries	23,884	27,446	32,614
"Lascars"	21,322	27,911	33,610
Total	172,773	180,366	186,636

* The Nationality of a large number of apprentices was not stated, but nearly all were natives of the British Islands.

Assuming that England, Scotland, and Ireland supply the total number of Seamen in the same proportion as they supply the number employed on the 31st March, 1901, it would appear that, in proportion to their population, England supplies not quite so many Seamen as Ireland and only about half the number supplied by Scotland.

Percentage
in each
rating.

6. The Seamen of the various Nationalities are distributed amongst the ratings in very different proportions. The following Table shows the percentage of the total number of Seamen of the different Nationalities who were serving in each rating.† It will be observed that there is a large percentage of Petty Officers and Engineers of Scottish birth, and of Able Seamen and Firemen of Irish birth; and that nearly half the Foreign Seamen were serving in the rating of Able Seamen.

† Particulars respecting the age and nationality of the individual members of the crews of 215 vessels, most of which were trading abroad on the 31st March, 1901, were not obtained. The vessels were manned by 2,080 British and Foreign Seamen (1,994 British, and 86 Foreign) and 13,216 Lascars. These seamen (excluding the Lascars) were mostly Masters, Mates, Petty Officers, and Engineers, and they form the majority of those appearing in the "Not Stated" columns of the age and rating Tables. It is evident that amongst these men there must have been about 215 Masters (that is, one for each vessel), but as their exact number and their nationalities were unknown they have not been included in the columns for Masters. From this cause the number of Foreign-going steam vessels is about 200 in excess of the number of Masters shown as being employed thereon.

RATING.	England.	Scotland.	Ireland.	Colonies.	Foreign Countries.	Total for all Nationalities.
Masters	9.2	7.5	5.8	2.9	.4	6.6
Mates... ..	11.0	12.1	8.0	7.0	1.2	8.7
Boatswains	1.5	1.9	2.4	1.7	2.5	1.8
Carpenters	1.0	3.0	1.1	1.3	4.8	2.1
Sailmakers ... ..	.2	.7	.1	.2	.7	.4
Quarter-Masters ... ..	.7	1.0	1.0	.6	.8	.8
Lamptrimmers ... ..	.4	.5	.4	.6	.8	.5
Able-Seamen	15.0	18.2	25.8	28.1	43.1	23.5
Sailors undefined	3.6	2.5	3.2	.4	.2	2.5
Ordinary Seamen	3.0	2.25	3.0	6.0	3.1	3.1
Apprentices... ..	3.0	1.6	1.0	1.5	.2	2.0
Boys	1.3	.6	.7	1.0	.4	.9
Engineers	10.8	19.9	5.2	3.9	.9	9.2
Firemen, or Firemen and Trimmers ...	12.6	10.6	20.6	12.6	21.4	14.7
Trimmers	2.3	1.15	2.6	3.6	1.6	2.1
Donkeymen... ..	1.3	1.2	2.0	1.3	2.7	1.7
Oilmen and Greasers	1.0	.4	1.5	.6	.8	.9
Other Persons, Engineers' Department ...	.4	.7	.8	.2	.2	.4
Surgeons ... ..	.2	.25	.4	.6	.1	.2
Pursers, &c. ... ..	.7	.5	.3	1.0	.3	.6
Stewards, &c.	18.2	11.0	7.6	20.4	9.7	14.5
Stewardesses, &c. ... ..	.6	.8	.6	.4	.1	.5
Cattlemen ... ..	.7	.5	1.2	3.1	3.1	1.3
Pilots ... ..	.2	.1	.3	.0	.7	.3
Other Persons ... ..	.8	.7	.4	.7	.0	.7
Total	100.0	100.0	100.0	100.0	100.0	100.0

7. The decrease in the number of British Seamen, which has been shown in tabular form (paragraph 5), amounted to 2,558 in the quinquennial period from 1891 to 1896, and to 4,597 in the period from 1896 to 1901.

Decrease in number of British Seamen.

The decrease amongst British Sailors alone (that is Able Seamen, Sailors undefined, and Ordinary Seamen) appears from Comparative Table II. to have been even greater, as is shown in the following summary :—

NUMBER OF SAILORS ENUMERATED.

Year.	Coasting and Home Trade.		Foreign Trade.		Total.	
	Total.	British.	Total.	British.	Total.	British.
1891	16,013	15,406	37,103	24,388	53,116	39,794
1896	13,527	12,805	34,357	20,763	47,884	33,568
1901	12,886	11,403	30,905	17,295	43,791	28,698

The decrease of 11,096 British Sailors shown in the above table was foreshadowed by the Census of 1896, when attention was called to the reduction in the number of young British Seamen—there being 2,274 fewer Sailors and Boys (excluding Apprentices)

under the age of 20 enumerated in 1896 than there had been in 1891. In 1901 the number enumerated was 79 less than in 1896 (see Comparative Table III.), and there is, therefore, no immediate prospect of any increase in the number of British sailors.

Increase of
Foreign
Seamen.

8. The increase of 8,730 Foreign Seamen during the past decade has not been distributed in equal proportions in the different ratings in the Coasting, Home, and Foreign Trades. In the Home and Coasting Trades the percentage of foreigners remains comparatively small, though it has risen from 2·8 in 1891 to 6·8 in 1901. These figures and further details are given in Comparative Table II., where it is shown that the percentage of foreigners in the Foreign Trade has increased from 20·1 in 1891 to 26·0 in 1901. Amongst Officers the proportion of foreigners has slightly decreased, as will be seen from the following figures also taken from the same table.

Percentages of Foreigners.						
Year.	Coasting and Home Trade.			Foreign Trade.		
	Masters.	Mates.	Engineers.	Masters.	Mates.	Engineers.
1891	·4	2·5	·8	3·5	4·6	2·8
1896	·6	2·8	1·2	3·4	4·2	2·2
1901	·7	2·4	1·2	2·3	4·1	2·5

The largest percentage of foreign Seamen appears amongst the Sailors (*i.e.* Able Seamen, Ordinary Seamen, and Seamen not otherwise defined) on foreign-going sailing vessels. The figures for these Seamen for the three years are as follows :—

Year.	Total.	Foreigners.	Percentage.
1891	18,666	7,279	39·0
1896	15,862	7,217	45·5
1901	10,800	5,646	52·3

The majority of foreign Seamen are employed in the ratings of Petty Officers, Sailors, and Firemen, or in ratings placed under the head of Stewards, Cooks, &c., and the following figures show the numbers who were employed on the Census days on sailing and steam vessels in the foreign trade, with the number of the foreigners and the percentage they form of the total.

Year.	Petty Officers.			Sailors.			Firemen and Trimmers.			Stewards, Cooks, &c.		
	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.
1891 ...	7,932	2,154	27·2	37,103	12,715	34·3	17,258	8,224	47·7	15,722	2,071	13·2
1896 ...	8,266	2,540	30·8	34,357	13,594	39·6	17,727	4,160	23·5	16,523	2,338	14·1
1901 ...	7,618	2,991	39·3	30,905	13,610	44·0	20,892	7,050	34·6	19,451	3,014	15·5

9. The numbers of Foreign Seamen serving on board Trading Vessels were as follows :—

Birthplaces
of Foreign
Seamen.

Country of Origin.	1891.	1896.	1901.
Sweden	4,668	5,219	5,999
Germany	4,241	5,167	5,110
Norway	3,385	3,669	3,880
United States of America	1,955	2,222	2,748
Russia	1,619	1,962	2,012
Denmark	1,492	1,518	1,588
Holland	812	1,070	1,201
Italy	701	885	1,552
France	847	824	663
Other Countries or not stated	4,164	4,910	7,861
Total	23,884	27,446	32,614

10. It should, however, be noted that some of these Foreign Seamen had not signed Agreements opened in the British Islands. A considerable number were employed upon vessels trading entirely abroad, and others upon vessels which merely came to the British Islands for bunker coal. In order to show the effect of this, Table 22 has been prepared, giving the Number and Tonnage of Vessels having Agreements opened abroad, distinguishing those which terminated in the British Islands from those which terminated abroad, and also showing the number of Seamen in each rating employed thereon, distinguishing Foreign Seamen.

Seamen on
Agree-
ments
opened
Abroad.

The proportion of Foreign Seamen (51·7 per cent., excluding Lascars) serving on these vessels is much larger than on vessels for which Agreements are opened in this country, and of the 32,614 Foreign Seamen shown in Table I, 9,065 are accounted for by Table 22.

Upon these vessels, as upon those whose Agreements are opened in the British Islands, the percentage of Foreign Masters, Mates, and Engineers is much lower than the percentage of Foreign Seamen serving in the other ratings. This will partly explain the comparatively low percentage (5·2) of Foreigners amongst the Seamen whose ratings were "not stated." A large proportion of these Seamen were serving upon vessels principally manned by Lascars, and were either Masters, Mates, Petty Officers, or Engineers.

LASCARS.

11. In 1891 nearly one-half of the Lascars included in the Tables were employed upon vessels trading entirely abroad. The number of Lascars thus employed has risen from 10,535 in April, 1891, to 13,100 in March, 1896, and 14,680 in March, 1901. But there has been a greater increase in the number of Lascars on vessels which trade to this country. From 10,787 in April, 1891, the number rose to 14,811 in March, 1896, and to 18,930 in March, 1901.

Lascars on
Asiatic
Agree-
ments.

There were in March, 1901, 130,053 Seamen, of whom 33,505 were Lascars, employed upon the Steam Vessels in the Foreign Trade,* and the Lascars, therefore, formed 25·8 per cent. of the total number of Seamen on those vessels. Upon all the Sailing and Steam Trading Vessels there were 186,636 Seamen of whom 33,610 were Lascars—that is 18·0 per cent. of the total.

Lascars in
Foreign
Trade.

* There were also 76 Lascars upon 2 Steam Vessels employed temporarily in the Coasting Trade.

The Lascars on Steam Vessels in the Foreign Trade were apportioned amongst the different ratings as follows :—

Rating.	No. of Lascars.	Percentage of the total in the rating on Steam Vessels in the Foreign Trade.
Petty Officers in the Sailors' Department	2,377	28.3
Sailors or Deck Hands	9,324	31.7
Firemen and Trimmers	13,078	39.1
Petty Officers in the Engineers' Department	1,696	31.1
Stewards, Cooks, &c.	7,080	28.8
Total	33,505	25.8

ROYAL NAVAL RESERVE.

Royal
Naval
Reserve.

12. The Royal Naval Reserve is almost altogether recruited from men born in the British Islands. Tables 17 to 21 have therefore been drawn up with a view to showing the precise Employment, Ages, and Ratings of the Seamen so born. The total number shown to have been employed on the 31st March, 1901, was 111,140.

ESTIMATE OF TOTAL NUMBER OF SEAMEN.

Relation of
Tables to
total num-
ber of
Seamen.

13. In utilising the Tables attached to this Report the precise scope they cover must always be borne in mind. They only give particulars of the persons employed on the 31st March, 1901, on sea-going vessels registered under the Merchant Shipping Act, 1894, in the British Islands.

The question, of course, arises, What proportion do these numbers bear to the total number of Seamen, in the different ratings, required and available in ordinary conditions of the labour market to man the sea-going vessels registered in the British Islands? In other words, What is the total number of Seamen in the different ratings actually following the sea as a means of livelihood?

There are no statistics enabling a definite reply to be given to the question. But with a view to forming some concrete idea of the number, it is perhaps desirable to make an attempt at an approximation, explaining fully how that approximation is arrived at. The figures can then be modified should more precise information show modification to be necessary.

It is from time to time assumed, in default of any sure basis, that the total number of persons required and available to man the Mercantile and Fishing Navy of the British Islands is fairly represented by the total of the persons engaged for the first crew of each vessel employed during the year and still on the register at the end of the year.

This assumption may or may not be correct, but, if correct, it follows that the difference between this total and the total of the men employed at any one time represents the "Reserve Army" of Seamen who may, speaking in general terms, be regarded as "Unemployed" at any particular moment.

If the assumption is correct, the number of Seamen "unemployed" at any given date should, on the average, be just sufficient to man the sea-going vessels unemployed at the time. Comparing Tables 50 and 54 to 57 of the Shipping and Navigation Returns, 1901, it is seen that upon this assumption about 12 per cent. of the total number of Seamen, excluding Lascars, were on the average "unemployed" on the four given days mentioned therein. This is equivalent to Seamen being unemployed about six or seven weeks in the year, and if it is agreed that Seamen are, as a matter of fact, unemployed for about this period each year, the assumption is to a great extent confirmed.

The percentage of "Unemployed" of course varies with time of year and condition of trade, and is different in different trades, and in steam and sailing vessels.

Under the assumption, the total number of Seamen required and available, as shown by Table 50 of Navigation and Shipping Return, 1901, is (excluding Lascars) 203,435. Making the further assumption that the Ratings and Nationalities of the men forming this total are in the same proportion as in the case of the 172,528 men shown in Tables 2 to 6 herewith, the total number in each capacity, distinguishing men born in Foreign Countries and in the Colonies, is as follows:—

RATING.	Estimated Number of Seamen Required and Available.	Seamen Employed on the 31st March, 1901.	Estimated Number of Seamen Unemployed on the 31st March 1901.	Estimate of the Nationality of Seamen Available.			
				British Islands.	Colonies.	Foreign.	Total.
Masters	11,960	9,907	1,895	11,595	205	160	11,960
Mates	15,870	13,144	2,515	14,905	505	460	15,870
Boatswains	3,450	2,854	545	2,340	125	985	3,450
Carpenters	3,920	3,240	620	1,930	95	1,895	3,920
Sailmakers	645	534	105	370	15	260	645
Quarter-Masters	1,390	1,153	210	1,025	45	320	1,390
Lamp-trimmers	930	776	150	560	45	325	930
Other Petty Officers	70	59	10	45	7	18	70
Able-Seamen	42,730	35,387	6,770	23,795	2,015	16,920	42,730
Sailors Undefined	4,570	3,789	725	4,463	27	80	4,570
Ordinary Seamen	5,570	4,615	885	3,910	430	1,230	5,570
Apprentices	3,580	2,965	565	3,390	110	80	3,580
Boys	1,670	1,384	260	1,450	70	150	1,670
Engineers	16,690	13,824	2,645	16,045	280	365	16,690
Firemen, or Firemen and Trimmers.	26,850	22,245	4,254	17,545	900	8,405	26,850
Trimmers	3,745	3,103	595	2,840	255	650	3,745
Donkeymen	3,015	2,498	480	1,855	95	1,065	3,015
Oilmen and Greasers	1,595	1,320	255	1,255	40	300	1,595
Other Persons in Engineers' Department.	740	614	120	655	15	70	740
Surgeons	440	367	70	350	45	45	440
Purser, &c.	1,010	836	160	800	75	135	1,010
Stewards, &c.	26,205	21,924	4,200	20,995	1,445	3,765	26,205
Stewardesses, &c.	995	828	160	915	30	50	995
Cattlemen	2,390	1,981	380	955	225	1,210	2,390
Pilots	560	467	90	559	1	—	560
Other Persons	1,310	1,086	210	985	50	275	1,310
Not stated	—	2,126*	—	—	—	—	—
Total	181,900	153,026	28,874	135,532	7,150	39,218	181,900
Skippers	2,990	2,708	282	2,935	1	51	2,990
Second Hands	2,415	2,189	226	2,375	—	40	2,415
Boatswains	505	408	47	474	1	30	505
Fishermen	8,225	7,445	780	7,935	15	275	8,225
Apprentices	430	391	39	430	—	—	430
Boys	680	618	62	675	—	5	680
Engineers	2,965	2,681	284	2,840	10	115	2,965
Firemen	555	505	50	545	—	10	555
Trimmers	875	790	85	810	2	57	875
Stewards and Cooks	1,885	1,708	177	1,745	25	115	1,885
Other Persons	10	9	1	8	—	2	10
Not stated	—	—	—	—	—	—	—
Total	21,535	19,502	2,033	20,778	57	700	21,535
Grand Total	203,435	172,528	30,907	156,310	7,207	39,918	203,435

* In the other columns these Seamen are distributed amongst the various ratings.

NOTE.—About 400 Seamen born at Sea or whose birthplaces were not stated are included in the above table with Seamen born in the British Islands.

14. In considering the estimate the following points should be borne in mind:—

As above stated it is assumed that the proportion of Foreigners is the same among the "Unemployed" as among the "Employed." So far, however, as the "Unemployed"

Unem-
ployed
Foreign
Seamen.

ashore in the United Kingdom are concerned, it is probable that the proportion of Foreigners is somewhat less than among the "Employed"; for it is not unlikely that a certain number of them will spend their time ashore in their own country; moreover, Foreigners in crews shipped and discharged abroad (*see* paragraph 5) whilst increasing the number of employed Foreigners, do not swell the number of the "Unemployed" in the United Kingdom.

But in forming the estimate no allowance has been made on account of these Foreigners, as there are no means of determining what number should be deducted; moreover, though not in the United Kingdom, they still form an available portion of the *personnel* of our Mercantile Marine, and will in many cases again join one of our ships.

It must also be borne in mind that a considerable number of trained Seamen (of whom more than the ordinary proportion are doubtless natives of the United Kingdom) are serving on small vessels employed in Yachting, and on Rivers, and in Inland Navigation, and of these no account is taken in the Navigation and Shipping Returns, or in the above table.

Seamen on
Colonial
and
Foreign
Vessels.

15. Besides these there are a certain number of British Seamen on Colonial and Foreign Vessels. Tables 23 and 24 give particulars of 695 Seamen who were, on the 31st March, 1901, under agreements opened in the British Islands for Colonial Vessels, and Table 25 gives particulars of the crews of such Foreign Vessels as happened to be in the British Islands when the Census was taken. These Foreign Vessels numbered 931, and their crews included 171 British Seamen.

The Seamen in Tables 23, 24, and 25 are not otherwise accounted for in the Tables of this Return.

HENRY N. MALAN.

Registrar-General of Shipping and Seamen.

September, 1902.

COMPARATIVE TABLE I.

VESSELS AND SEAMEN.

COMPARATIVE TABLE showing the NUMBER of SEAMEN employed on the 5th of April, 1891, the 25th of March, 1896, and 31st March, 1901, respectively, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894 (or Acts consolidated therein), in the BRITISH ISLANDS; also the NUMBER and NET TONNAGE of the VESSELS upon which the SEAMEN were employed on the 25th March, 1896, and the 31st March, 1901, and the Increase and Decrease in each Quinquennial Period.

—	Employed on the			Increase, + or Decrease, -		Employed on the			Increase, + or Decrease, -	
	5th April, 1891.	25th March, 1896.	31st March, 1901.	From 1891 to 1896.	From 1896 to 1901.	5th April, 1891.	25th March, 1896.	31st March, 1901.	From 1891 to 1896.	From 1896 to 1901.
	Trading Vessels.					Fishing Vessels.				
SAILING VESSELS.										
Number	*	5,761	5,063	*	- 698	*	2,370	1,269	*	- 1,111
Net Tonnage	*	2,162,397	1,568,561	*	- 593,736	*	119,062	48,226	*	- 70,836
Seamen on Sailing Vessels:										
British	45,267	25,225	24,966	- 7,432	- 19,842	14,504	12,376	9,252	- 2,228	- 3,024
Foreign	9,312	9,066	7,899	+ 366	- 1,778	191	186	6	- 65	- 186
Total	52,599	34,291	32,865	- 7,076	- 12,680	14,695	12,412	9,258	- 2,283	- 3,162
STEAM VESSELS.										
Number	*	4,911	5,061	*	+ 150	*	762	1,465	*	+ 703
Net Tonnage	*	5,208,109	6,322,471	*	+ 1,114,362	*	35,621	76,517	*	+ 40,896
Seamen on Steam Vessels:										
British	94,310	99,184	95,429	+ 4,874	+ 6,245	9,099	6,561	12,822	+ 3,462	+ 6,261
Foreign	14,572	17,778	24,724	+ 3,206	+ 6,946	67	173	730	+ 106	+ 557
Total	108,882	116,962	120,153	+ 8,068	+ 13,191	9,166	6,734	13,552	+ 3,568	+ 6,818
SAILING and STEAM VESSELS.										
Number	*	10,672	10,124	*	- 548	*	3,132	2,734	*	- 398
Net Tonnage	*	7,370,507	7,946,032	*	+ 575,525	*	154,683	123,743	*	- 30,940
Seamen on Sailing and Steam Vessels:										
British	127,567	125,009	120,412	- 2,558	- 4,597	17,573	12,927	12,874	+ 1,364	+ 47
Foreign	23,884	27,446	32,614	+ 3,562	+ 5,168	268	369	628	+ 51	+ 219
Total	151,451	152,455	153,026	+ 1,004	+ 571	17,841	13,296	13,502	+ 1,365	+ 266
Lascars	21,222	27,911	32,610	+ 6,689	+ 4,699	—	—	—	—	—
Grand Total ..	172,673	180,366	185,636	+ 7,963	+ 5,270	17,841	13,296	13,502	+ 1,365	+ 266

* The figures for 1891 were not ascertained.

NOTE.—The above figures relating to Seamen only represent those who were actually under agreement on particular days, not all the Seamen required to man the vessels registered in the British Islands.

Seamen (other than Lascars) who were born at sea or whose birthplaces were not stated are included in this table as British.

COMPARATIVE TABLE II.

RATINGS OF SEAMEN ON TRADING VESSELS.

COMPARATIVE TABLE showing the NUMBER of SEAMEN employed on the 5th April, 1891, the 25th March, 1896, and the 31st March, 1901, respectively, on SEA-GOING VESSELS (except YACHTS and FISHING VESSELS) registered under Part I. of the Merchant Shipping Act, 1894 (or Acts consolidated therein), in the British Islands; distinguishing the principal Ratings and showing in each case the Number and Percentage of Foreigners.

Rating.		On Sailing Vessels.						On Steam Vessels.						On Sailing and Steam Vessels.					
		Coasting and Home Trade.			Foreign Trade.			Coasting and Home Trade.			Foreign Trade.			Coasting and Home Trade.			Foreign Trade.		
		Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.	Total.	Foreigners.	Percentage.
Masters	1891	5,960	14	2	1,794	24	5.5	1,506	16	1.0	2,671	94	3.5	6,966	30	4	4,466	158	3.5
	1896	4,281	16	4	1,422	37	2.6	1,757	10	1.1	2,879	108	3.8	6,958	35	6	4,301	165	3.4
	1901	4,177	22	5	878	22	2.5	1,938	23	1.1	2,914	85	2.2	11,111	41	7	3,792	87	2.3
Mates	1891	988	20	2.0	3,248	145	4.4	1,838	59	3.7	6,373	299	4.6	2,626	70	2.6	9,620	442	4.6
	1896	1,261	42	3.1	2,824	131	4.3	1,000	51	2.5	7,097	396	4.3	3,552	83	2.3	9,991	419	4.3
	1901	1,290	—	3.9	1,769	73	4.1	2,415	111	1.7	7,880	217	2.8	2,675	90	2.4	9,499	390	3.1
Petty Officers..	1891	48	5	10.4	2,792	809	11.1	798	71	8.9	5,140	1,345	26.1	844	76	9.0	7,932	2,154	27.2
	1896	70	3	4.3	2,590	889	35.3	871	114	13.1	5,738	1,851	32.3	941	117	12.4	8,868	2,540	28.8
	1901	67	7	10.4	1,584	742	46.9	881	149	17.0	6,084	2,349	37.3	906	156	17.1	7,011	2,991	42.8
Sailors	1891	10,700	263	2.4	18,866	7,979	39.0	11,111	354	3.7	18,437	1,444	7.8	16,013	807	5.0	37,103	12,715	34.3
	1896	7,833	337	4.3	15,862	7,317	45.5	5,894	585	9.9	18,496	6,877	37.2	13,537	723	5.3	24,567	12,864	52.4
	1901	6,782	678	10.0	10,800	5,648	52.3	8,084	805	10.0	20,105	7,964	39.6	12,896	1,400	11.6	30,905	15,010	48.6
Apprentices ..	1891	227	1	4	3,482	7	6	8	—	—	127	1	1.1	263	1	4	3,619	8	6
	1896	221	1	5	3,792	38	1.5	1	—	—	274	1	3	236	1	4	4,110	59	1.4
	1901	177	1	1.3	3,220	59	2.7	14	—	—	654	8	1.2	91	1	1.1	2,874	67	2.3
Boys	1891	524	4	7	607	54	8.9	318	3	6	487	50	10.3	843	8	7	1,064	104	10.1
	1896	468	5	1.1	536	91	17.3	286	—	—	827	87	17.4	753	5	7	883	148	17.4
	1901	371	9	2.5	378	101	26.7	317	3	9	518	111	21.3	588	12	2.0	796	111	14.3
Engineers ..	1891	—	—	—	—	—	—	2,632	23	6	3,473	238	6.8	1,011	28	3	1,472	268	18.2
	1896	—	—	—	—	—	—	2,985	35	1.2	9,530	212	2.2	3,985	85	2.1	9,680	212	2.2
	1901	—	—	—	—	—	—	3,422	11	1.3	10,100	—	—	3,422	11	1.2	10,100	268	2.6
Firemen and Trimmers.	1891	—	—	—	—	—	—	4,207	134	3.1	17,258	3,224	18.7	4,207	134	3.1	17,258	3,224	18.7
	1896	—	—	—	—	—	—	4,568	153	3.3	17,727	4,100	23.1	4,568	153	3.3	17,727	4,100	23.1
	1901	—	—	—	—	—	—	4,360	460	10.5	20,392	7,060	34.6	4,360	460	10.5	20,392	7,060	34.6
Other Persons in Engineers' Department.	1891	—	—	—	—	—	—	494	26	5.2	2,711	440	16.2	494	26	5.2	2,711	440	16.2
	1896	—	—	—	—	—	—	612	39	6.4	1,111	200	18.0	612	39	6.4	1,111	200	18.0
	1901	—	—	—	—	—	—	687	70	10.2	3,764	1,190	31.6	687	100	14.5	3,764	1,190	31.6
Stewards, Cooks, Stewardesses, &c.	1891	989	23	2.3	2,611	584	22.4	1,653	—	—	13,111	1,487	11.3	1,653	82	5.0	16,723	1,671	10.0
	1896	898	33	3.6	2,233	565	25.4	2,088	75	3.7	14,300	1,771	12.4	2,984	107	3.6	16,593	2,338	14.1
	1901	918	51	5.6	1,474	428	29.0	2,383	134	5.6	17,977	1,800	10.0	3,301	175	5.3	19,451	3,014	15.5
Surgeons, Purseers, and Others.	1891	299	—	—	151	5	3.3	102	3	2.9	1,936	493	25.5	401	8	2.0	2,067	498	24.1
	1896	430	—	—	111	24	21.7	129	3	2.3	1,105	390	35.3	549	3	5	1,073	1,109	103.3
	1901	179	3	1.7	74	11	14.9	468	4	9	4,017	1,350	33.6	647	6	9	4,061	1,374	33.8
Not stated ..	1891	—	—	—	114	48	41.0	—	—	—	3,245	700	21.6	—	—	—	3,245	774	23.9
	1896	14	—	—	667	230	34.5	—	—	—	3,352	460	13.7	14	—	—	3,352	600	17.9
	1901	—	—	—	35	18	51.4	—	—	—	2,091	88	4.2	—	—	—	2,126	111	5.2
Total, except Leacars.	1891	19,094	519	2.7	33,475	8,993	26.8	18,945	739	3.9	79,887	11,111	13.9	11,011	1,068	9.7	118,412	22,522	19.0
	1896	15,544	—	—	10,000	9,232	92.3	20,987	800	3.8	86,025	10,111	11.7	10,111	1,396	13.8	115,974	21,000	18.1
	1901	13,741	818	6.0	19,139	7,072	37.0	22,605	1,710	7.5	96,548	23,014	23.8	17,544	2,598	14.8	115,680	24,000	20.7
Leacars	1891	—	—	—	—	—	—	—	—	—	21,229	—	—	—	—	—	21,229	—	—
	1896	—	—	—	36	—	—	36	—	—	27,836	—	—	36	—	—	27,872	—	—
	1901	—	—	—	29	—	—	79	—	—	33,605	—	—	79	—	—	33,684	—	—
Total, including Leacars.	1891	19,094	—	—	33,505	—	—	18,945	—	—	101,108	—	—	36,039	—	—	139,734	—	—
	1896	15,544	—	—	29,936	—	—	20,976	—	—	113,861	—	—	36,520	—	—	140,381	—	—
	1901	13,741	—	—	19,161	—	—	22,681	—	—	130,653	—	—	37,622	—	—	149,214	—	—

COMPARATIVE TABLE III.

AGES OF SAILORS AND BOYS ON TRADING VESSELS.

COMPARATIVE TABLE showing the AGES of SAILORS (i.e., ABLE SEAMEN, SAILORS UNDEFINED,* and ORDINARY SEAMEN) and BOYS employed on the 5th April, 1891, 25th March, 1896, and 31st March, 1901, respectively, on SEA-GOING VESSELS (except YACHTS and FISHING VESSELS), Registered under Part I. of the Merchant Shipping Act, 1894 (or Acts consolidated therein), in the British Islands; also showing the Increase (+) or Decrease (−) in each Quinquennial Period.

(Lascars are not included.)

	Nationality.	AGE.										Total.
		Under 18.	18 and under 20.	20 and under 25.	25 and under 30.	30 and under 35.	35 and under 40.	40 and under 45.	45 and under 50.	50 and upwards.	Not stated.	
Sailors and Boys employed on the 5th April, 1891.	British ..	7,009		10,949	7,297	6,009	3,797	2,045	2,330	2,401	124	41,599
	Foreign ..	675		3,397	3,383	2,144	1,394	943	631	345	100	12,482
	Total ..	7,684		14,756	10,670	7,153	5,071	2,788	2,970	2,746	224	55,082
Sailors and Boys employed on the 25th March, 1896.	British ..	1,971	2,794	9,243	6,587	4,380	3,376	2,066	1,901	2,401	94	35,020
	Foreign ..	166	695	4,314	3,513	2,174	1,570	916	686	345	153	14,469
	Total ..	2,137	3,489	13,556	10,090	6,554	4,946	2,982	2,577	2,746	247	49,489
Sailors and Boys employed on the 31st March, 1901.	British ..	3,108	2,553	7,596	5,529	3,493	2,208	2,133	1,916	2,199	84	30,900
	Foreign ..	276	923	4,749	3,396	1,963	1,450	1,013	735	599	165	15,210
	Total ..	3,379	3,476	12,347	8,927	5,474	4,258	3,205	2,651	2,790	249	45,175
Increase (+) or Decrease (-). From 1891 to 1896 ..	British ..	- 2,374		- 1,707	- 640	- 639	- 426	- 237	- 348	- 277	- 36	- 5,576
	Foreign ..	+ 286		+ 407	+ 160	+ 30	+ 206	- 37	+ 55	+ 7	+ 23	+ 1,067
	Total ..	- 2,088		- 1,300	- 480	- 609	- 222	- 264	- 293	- 270	- 7	- 4,509
From 1896 to 1901 ..	British ..	+ 133	- 211	- 1,644	- 1,588	- 686	- 471	- 415	- 75	- 231	- 10	- 5,064
	Foreign ..	+ 110	+ 237	+ 585	- 115	- 193	- 129	+ 94	+ 49	+ 175	- 18	- 750
	Total ..	+ 243	+ 26	- 1,059	- 1,653	- 1,080	- 591	- 319	- 26	- 56	- 28	- 5,814

* A column for "Sailors underlined" is introduced in the rating tables next to the A.B. column, "Sailor" being the rating accorded to a considerable number of Seamen in the coasting trade. It is evident from the ages and wages of the men so rated that they are for the most part of the same class as those described as A.B.'s, and they were, if the wages and ages justified it, so recorded in 1891, those not receiving an A.B.'s rate of wages being classified as Ordinary Seamen. But for 1896 it was thought better to follow precisely the rating given upon the Agreement or list of crew, and the "Sailor underlined" column was inserted. As the large majority of men in this rating are British, the alteration in classification affects the percentage of foreigners in the A.B. and Ordinary Seamen ratings, and the true basis of comparison of the percentage of foreigners in these ratings in the years 1891 and 1896 is obtained by taking the aggregate of the columns headed "Sailors" as shown in the tables.

COMPARATIVE TABLE IV.

VESSELS REGISTERED COMPARED WITH VESSELS EMPLOYED AT SEA.

COMPARATIVE TABLE showing the NUMBER and NET TONNAGE of VESSELS registered under Part I. of the Merchant Shipping Act, 1894 (or Acts consolidated therein), in the BRITISH ISLANDS, on the register on the 31st December of the years 1891, 1896, and 1901 respectively; distinguishing those which were employed at sea, otherwise than as YACHTS, at some time during the respective years, and showing the AVERAGE NUMBER and TONNAGE of the VESSELS employed on the 15th day of March, June, September, and December in each of these years.

Trade.	Number or Net Tonnage.	1891.			1896.			1901.		
		Sail.	Steam.	Total.	Sail.	Steam.	Total.	Sail.	Steam.	Total.
Vessels on the register on the 31st December. (Tables 44 and 46 of the Annual Statement of the Navigation and Shipping of the United Kingdom.)										
Vessels registered under Part I. of the Merchant Shipping Act, 1894 (Trading Vessels).	Number	10,512	7,164	17,676	9,516	7,618	17,134	8,933	7,771	16,704
	Net Tonnage ..	2,808,568	5,362,206	8,080,834	2,808,636	6,342,108	9,150,744	1,931,339	7,587,238	9,468,653
Vessels registered under both Parts I. and IV. of the Merchant Shipping Act, 1894 (Fishing Vessels).*	Number	3,311	566	3,877	2,768	904	3,672	1,680	1,666	3,346
	Net Tonnage ..	163,535	34,938	198,463	123,326	42,166	165,492	59,396	60,177	119,573
Total (Trading and Fishing Vessels) ..	Number	13,823	7,730	21,553	12,284	8,522	20,806	10,613	9,437	20,050
	Net Tonnage ..	2,972,093	5,397,144	8,379,297	2,931,962	6,384,274	9,316,236	1,990,735	7,647,415	9,608,229
Vessels employed at Sea, otherwise than as Yachts, at some time during the year and on the register at the end of the year (Tables 48 to 50 of the Annual Statement of the Navigation and Shipping of the United Kingdom.)										
Home Trade, including Coasting ..	Number	5,338	1,653	6,991	4,339	1,522	5,861	4,370	1,966	6,336
	Net Tonnage ..	378,408	831,179	1,209,587	310,130	369,789	679,919	260,193	396,466	656,659
Partly in the Home and partly in the Foreign Trade.	Number	304	281	585	318	287	605	124	278	402
	Net Tonnage ..	38,426	164,769	203,195	24,451	239,446	263,894	13,732	231,161	244,893
Foreign Trade	Number	2,031	3,474	5,505	1,594	3,525	5,119	973	3,501	4,474
	Net Tonnage ..	2,165,007	4,690,911	6,855,918	2,058,823	6,442,771	8,501,594	1,380,080	6,728,788	8,108,868
Total Trading	Number	7,673	5,407	13,080	6,251	5,334	11,585	5,467	5,737	11,204
	Net Tonnage ..	2,682,843	5,116,759	7,800,603	2,374,861	6,047,965	8,422,826	1,688,942	7,388,430	9,042,368
Fishing	Number	3,080	566	3,646	2,574	883	3,457	1,444	1,584	3,028
	Net Tonnage ..	163,197	34,978	198,175	123,513	42,785	166,298	59,114	60,361	119,475
Total Trading and Fishing	Number	10,753	5,973	16,726	8,825	6,217	15,042	6,911	7,321	14,212
	Net Tonnage ..	2,799,040	5,140,387	7,978,777	2,498,374	6,090,750	8,589,124	1,738,056	7,437,374	9,278,843
Average Number and Tonnage of Vessels employed at sea otherwise than as Yachts on the 15th day of March, June, September, and December in each year. (Tables 54 to 57 of the Annual Statements of the Navigation and Shipping of the United Kingdom.)										
Home Trade, including Coasting ..	Number	5,208	1,586	6,794	4,230	1,753	5,983	4,044	1,966	6,010
	Net Tonnage ..	360,313	862,686	1,223,009	307,545	380,514	688,059	262,093	429,021	691,114
Foreign Trade	Number	1,865	3,120	4,985	1,543	3,312	4,855	941	3,515	4,456
	Net Tonnage ..	1,918,795	3,994,556	5,913,351	1,911,418	4,894,334	6,805,712	1,370,433	6,091,144	7,461,577
Total	Number	7,073	4,706	11,779	5,773	5,065	10,838	4,985	5,481	10,466
	Net Tonnage ..	2,368,008	4,247,441	6,948,449	2,216,963	5,274,838	7,593,561	1,552,466	7,388,415	9,072,621
Fishing	Number	2,794	566	3,360	2,270	883	3,153	1,360	1,584	2,944
	Net Tonnage ..	146,848	34,913	181,761	112,928	37,761	150,689	47,822	70,227	117,749
Total Trading and Fishing)	Number	9,867	5,272	15,028	8,043	5,972	13,991	6,345	7,065	13,771
	Net Tonnage ..	2,442,856	4,286,554	6,800,210	2,331,891	5,412,599	7,744,250	1,598,298	7,458,642	9,180,370

* See note on page v.

TABLE 1.
VESSELS AND SEAMEN.

TABLE showing the NUMBER of SEAMEN (distinguishing Foreign Seamen and Lascars) employed on the 31st March, 1901, on sea-going VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the BRITISH ISLANDS, and the NUMBER and TONNAGE of the VESSELS and the DISTRICTS to or from which they were trading.

Trade.	Sailing Vessels.				Steam Vessels.				Total.			
	No. of Vessels.	Net Tonnage.	No. of Seamen.			No. of Vessels.	Net Tonnage.	No. of Vessels.	Net Tonnage.	No. of Seamen.		
			Total.	Foreign.	Lascars.					Total.	Foreign.	Lascars.
Africa (West Coast)	3	3,065	48	15	—	73	35,709	2,383	489	—	489	—
America, East Coast of British North	23	3,242	122	21	—	94	104,947	2,450	685	—	685	—
America, East Coast of South	48	36,340	636	210	—	360	687,876	10,823	2,715	41	2,674	41
Australia	391	975,371	8,917	2,945	—	199	567,500	11,844	1,590	2,462	4,382	2,402
Bahia	5	1,393	44	15	—	149	115,032	2,713	721	—	721	—
Bay of Good Hope	44	54,745	1,023	368	—	147	437,991	10,931	1,185	387	1,551	387
China and Japan	51	102,216	1,306	639	—	276	538,137	14,744	1,237	9,356	1,657	9,356
East Indies	40	59,459	913	352	28	453	903,215	20,041	1,743	20,343	2,069	20,371
France, Spain and Portugal	21	1,785	101	17	—	165	122,956	2,948	621	14	635	14
Mediterranean	18	2,102	108	13	—	559	777,940	12,983	4,055	168	4,043	168
Pacific, North	128	237,677	3,360	1,633	—	24	42,885	853	551	96	2,074	96
Pacific, South	97	153,399	1,970	772	1	46	81,112	1,791	744	—	2,751	1
United States of America (East Coast)	21	33,067	536	267	—	501	1,170,950	30,888	5,756	283	6,313	283
West Indies	10	2,405	72	14	—	65	150,564	3,390	1,019	27	1,083	27
Total Foreign Trade	397	1,947,695	19,161	7,772	29	3,131	5,916,124	130,053	23,014	33,065	30,066	33,034
Coasting Trade	3,965	276,058	12,232	570	—	1,490	252,668	15,958	581	76	1,151	76
Home Trade	330	40,810	1,519	248	—	470	213,879	7,743	1,129	—	1,377	—
Total Trading	5,092	1,663,561	32,902	7,990	29	5,091	6,382,671	153,754	24,724	33,081	32,614	33,010
Fishing	1,269	48,238	6,360	8	—	1,445	76,517	19,542	630	—	638	—
Total Trading and Fishing	6,361	1,711,797	39,162	7,998	29	6,536	6,459,188	165,276	25,344	33,081	33,242	33,010

NOTE.—These figures as regards seamen only represent those who were actually under agreement on the 31st March, 1901, not the whole body of seamen required to man the vessels registered in the British Islands.
* Vessels registered under both Parts I. and IV. of the Merchant Shipping Act, 1894. See note on page v.

TRADE.

TABLE showing the RATINGS of the Seamen in the BRITISH ISLANDS, distinguishing the

Trade.	No.								
	Total.	Trimmers.		Donkeymen.		Oilmen and Greasers.		Other Persons in Engineers' Department.	
		Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.
ON SAILING VESSELS.									
Seamen other than Lascars—									
Coasting Trade	3,98	—	—	1	1	—	—	—	—
Percentages*	—	—	—	—	100'0	—	—	—	—
Home Trade, exclusive of Coasting	31	—	—	—	—	—	—	—	—
Percentages*	—	—	—	—	—	—	—	—	—
Foreign Trade	87	—	—	—	—	—	—	—	—
Percentages*	—	—	—	—	—	—	—	—	—
Total Trading	5,03	—	—	1	1	—	—	—	—
Percentages*	—	—	—	—	100'0	—	—	—	—
Fishing†	1,25	—	—	—	—	—	—	—	—
Percentages*	—	—	—	—	—	—	—	—	—
Total Trading and Fishing	6,27	—	—	1	1	—	—	—	—
Percentages*	—	—	—	—	100'0	—	—	—	—
Lascars	—	—	—	—	—	—	—	—	—
Total on Sailing Vessels	6,27	—	—	1	—	—	—	—	—
ON STEAM VESSELS.									
Seamen other than Lascars—									
Coasting Trade	1,46	137	2	225	19	60	—	143	1
Percentages*	—	—	1'5	—	8'4	—	—	—	'7
Home Trade, exclusive of Coasting	44	50	4	191	47	37	3	11	—
Percentages	—	—	8'0	—	24'6	—	8'1	—	—
Foreign Trade	2,91	2,916	539	2,061	815	1,323	247	460	58
Percentages*	—	—	18'1	—	39'1	—	30'3	—	18'6
Total Trading	4,83	3,103	536	2,497	831	1,330	250	614	59
Percentages*	—	—	17'2	—	35'3	—	19'0	—	9'8
Fishing†	1,44	Foreigners 7,500 29'6		Total 4,431		Foreigners 1,190 26'9			
Percentages*	—	790	52						
Total Trading and Fishing	6,30	3,893	587	" 4,431		" 1,190			
Percentages*	—	—	16'1			26'9			
Lascars	—	133	—	" 1,096					
Total on Steam Vessels	6,30	4,026	—	" 6,127					
ON SAILING AND STEAM VESSELS.									
Seamen other than Lascars—									
Coasting	5,23	137	2	225	20	60	—	143	1
Percentages*	—	—	1'5	—	8'2	—	—	—	'7
Home Trade, exclusive of Coasting	76	50	4	191	47	37	3	11	—
Percentages*	—	—	8'0	—	24'6	—	8'1	—	—
Foreign Trade	2,76	2,916	539	2,061	815	1,323	247	460	58
Percentages*	—	—	18'1	—	39'2	—	30'3	—	18'6
Total Trading	9,90	3,103	536	2,498	832	1,330	250	614	59
Percentages*	—	—	17'2	—	35'3	—	18'0	—	9'8
Fishing†	2,70	Foreigners 7,500 29'6		Total 4,432		Foreigners 1,191 26'9			
Percentages*	—	790	52						
Total Trading and Fishing	12,50	3,893	587	" 4,432		" 1,191			
Percentages*	—	—	15'1			26'9			
Lascars	—	133	—	" 1,096					
Total	12,50	4,026	—	" 6,128					

* The percentages are not the whole body of Seamen required to man the vessels.
† The Skipper, Second Hand,

engaged in the COASTING, HOME, FOREIGN, and FISHING TRADES, and (except as regards LASCARS) the FOREIGN SEAMEN.

Surgeons.		Purser, &c.		Stewards, &c.		Stewardesses, &c.		Cattle-men.		H.M.S.		Other Persons.		Rating not stated.		Total.		Trade.
Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	
ON SAILING VESSELS.																		Seamen other than Lascars—
—	—	—	—	754	95	—	—	—	—	174	—	4	1	—	—	12,222	579	Coasting Trade.
—	—	—	—	—	4'8	—	—	—	—	—	—	—	85'0	—	—	—	4'7	Percentages.*
—	—	—	—	163	18	1	—	—	—	—	—	—	—	—	—	1,519	248	Home Trade, exclusive of Coasting.
—	—	—	—	—	8'8	—	—	—	—	—	—	—	—	—	—	—	18'3	Percentages.*
1	—	15	—	1,451	425	23	3	1	—	1	—	35	18	30	18	19,133	7,072	Foreign Trade.
—	—	—	—	—	20'3	—	13'0	—	—	—	—	—	38'7	—	51'4	—	37'0	Percentages.*
1	—	15	—	3,308	476	34	3	1	—	175	—	60	19	35	18	32,875	7,890	Total Trading.
—	—	—	—	—	20'1	—	18'5	—	—	—	—	—	31'0	—	51'4	—	21'0	Percentages.*
—	—	—	—	306	1	—	—	—	—	—	—	—	—	—	—	6,300	8	Fishing.†
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Percentages.*
1	—	15	—	3,784	477	34	3	1	—	175	—	60	19	35	18	20,123	7,898	Total Trading and Fishing.
—	—	—	—	—	17'4	—	18'5	—	—	—	—	—	31'0	—	51'4	—	20'3	Percentages.*
—	—	—	—	28	—	—	—	—	—	—	—	—	—	—	—	20	—	Lascars.
1	—	15	—	2,762	—	34	—	1	—	175	—	60	—	35	—	20,162	—	Total on Sailing Vessels.
ON STEAM VESSELS.																		Seamen other than Lascars—
1	—	45	—	1,947	57	141	1	41	—	230	—	78	3	—	—	15,803	581	Coasting Trade.
—	—	—	—	—	2'7	—	—	—	—	—	—	—	3'8	—	—	—	3'7	Percentages.*
1	—	7	2	786	62	97	4	1	—	5	—	2	—	—	—	7,743	1,120	Home Trade, exclusive of Coasting.
—	—	—	—	—	28'6	—	10'3	—	4'1	—	—	—	—	—	—	—	14'8	Percentages.*
30	30	700	106	17,411	2,554	506	33	1,938	1,002	1	—	940	207	2,091	93	90,540	23,014	Foreign Trade.
—	—	—	—	—	14'0	—	14'7	—	5'7	—	—	—	31'8	—	4'4	—	23'8	Percentages.*
35	30	821	110	19,556	2,573	804	37	1,980	1,002	203	—	1,037	200	2,091	93	120,153	24,724	Total Trading.
—	—	—	—	—	13'4	—	13'7	—	4'8	—	—	—	30'4	—	4'4	—	20'6	Percentages.*
—	—	—	—	1,342	103	—	—	—	—	—	—	9	2	—	—	13,342	630	Fishing.†
—	—	—	—	—	7'7	—	—	—	—	—	—	—	23'2	—	—	—	4'7	Percentages.*
36	30	821	110	20,898	2,776	804	37	1,980	1,002	203	—	1,036	211	2,091	93	133,305	25,344	Total Trading and Fishing.
—	—	—	—	—	13'4	—	13'8	—	4'8	—	—	—	30'4	—	4'4	—	19'0	Percentages.*
—	—	—	—	7,044	—	—	—	—	—	—	—	—	—	—	—	33,581	—	Lascars.
36	—	821	—	27,942	—	804	—	1,980	—	203	—	1,036	—	2,091	—	100,976	—	Total on Steam Vessels.
ON SAILING AND STEAM VESSELS.																		Seamen other than Lascars—
1	—	45	—	2,101	73	141	1	41	—	400	—	80	3	—	—	20,084	1,115	Coasting.*
—	—	—	—	—	3'4	—	—	—	—	—	—	—	3'7	—	—	—	4'1	Percentages.*
1	—	7	2	961	66	98	4	1	—	5	—	2	—	—	—	9,383	1,377	Home Trade, exclusive of Coasting.
—	—	—	—	—	28'6	—	10'3	—	4'1	—	—	—	—	—	—	—	14'8	Percentages.*
30	30	704	106	18,882	2,979	506	35	1,938	1,002	2	—	1,004	225	2,126	111	115,680	30,086	Foreign Trade.
—	—	—	—	—	13'8	—	16'8	—	5'8	—	—	—	23'4	—	5'8	—	28'0	Percentages.*
36	30	830	110	21,924	3,149	823	40	1,981	1,002	467	—	1,086	228	2,126	111	153,020	32,614	Total Trading.
—	—	—	—	—	13'8	—	14'4	—	4'8	—	—	—	30'8	—	5'8	—	31'3	Percentages.*
—	—	—	—	1,706	104	—	—	—	—	—	—	9	2	—	—	10,503	638	Fishing.†
—	—	—	—	—	6'1	—	—	—	—	—	—	—	23'3	—	—	—	3'3	Percentages.*
36	30	836	110	23,632	3,253	823	40	1,981	1,002	467	—	1,086	230	2,126	111	172,528	33,342	Total Trading and Fishing.
—	—	—	—	—	13'8	—	4'8	—	—	—	—	—	31'0	—	5'8	—	18'3	Percentages.*
—	—	—	—	7,673	—	—	—	—	—	—	—	—	—	—	—	33,610	—	Lascars.
36	—	836	—	30,704	—	823	—	1,981	—	467	—	1,086	—	2,126	—	206,138	—	Total.

reported in the British Is. and.

and Fishermen are shown in the columns for Masters, Mates, and Sailors respectively.

† See note on page xv

TABLE

AGES IN EACH TRADE

TABLE showing the AGES of SEAMEN employed on the 31st March, 1901, on SEA-GOING VESSELS (except those engaged in the Coasting, Home, Foreign, and Fishing

Trade.	Age															
	Under 15		15—		16—		17—		18—		19—		20—		25—	
	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.
ON SAILING VESSELS.																
Seamen other than Lascars—																
Coasting Trade ..	49	—	122	1	204	6	877	—	553	51	620	70	2,356	213	1,690	76
Home Trade, exclusive of Coasting.	12	1	15	3	41	6	72	13	80	15	85	20	316	81	—	37
Foreign Trade ..	55	7	186	26	485	35	727	66	891	168	965	260	2,324	2,394	3,020	1,427
Total Trading ..	116	8	323	30	700	47	1,176	135	1,724	234	1,700	340	7,036	3,588	4,709	1,541
Fishing* ..	40	—	75	—	263	—	268	—	247	—	252	1	1,222	1	962	1
Total Trading and Fishing.	156	8	400	30	1,023	47	1,445	135	1,773	234	1,942	341	8,158	3,589	5,671	1,542
Lascars ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on Sailing Vessels.	156	8	400	30	1,023	47	1,445	135	1,773	234	1,942	341	8,158	3,589	5,671	1,542
ON STEAM VESSELS.																
Seamen other than Lascars—																
Coasting Trade ..	29	—	56	—	187	1	186	—	260	9	221	8	1,797	83	2,803	91
Home Trade, exclusive of Coasting.	16	1	27	—	53	4	66	2	83	6	106	16	891	172	1,261	233
Foreign Trade ..	106	12	407	24	848	71	1,132	134	1,721	266	2,176	224	20,955	6,336	21,145	6,567
Total Trading ..	151	13	490	24	1,088	76	1,572	136	2,054	271	3,103	248	23,643	6,491	24,709	7,081
Fishing* ..	9	—	34	—	115	1	116	4	343	16	374	23	2,613	164	2,519	111
Total Trading and Fishing.	160	13	524	24	1,203	77	1,673	140	2,376	281	3,406	267	26,256	6,655	27,228	7,192
Lascars ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on Steam Vessels.	160	13	524	24	1,203	77	1,673	140	2,376	281	3,406	267	26,256	6,655	27,228	7,192
ON SAILING AND STEAM VESSELS.																
Seamen other than Lascars—																
Coasting Trade ..	78	—	178	1	391	7	557	23	783	54	899	76	4,183	396	3,992	167
Home Trade, exclusive of Coasting.	28	2	43	3	98	10	132	15	168	21	191	26	1,296	263	1,444	370
Foreign Trade ..	161	19	595	50	1,036	106	1,859	233	2,615	464	3,161	274	24,197	7,589	24,165	6,944
Total Trading ..	267	21	815	54	1,525	123	2,548	271	3,566	539	4,221	304	31,676	8,048	29,601	7,481
Fishing* ..	49	—	109	—	378	1	470	4	589	16	626	34	3,335	155	3,481	112
Total Trading and Fishing.	316	21	924	54	1,903	124	3,018	275	4,155	555	4,847	338	35,011	8,203	33,082	7,593
Lascars ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on Sailing and Steam Vessels.	316	21	924	54	1,903	124	3,018	275	4,155	555	4,847	338	35,011	8,203	33,082	7,593

NOTE.—These figures only represent the Seamen actually under agreement on the 31st March, 1901.

* Vessels registered under both Parts I. and IV. of

3.

(DISTINGUISHING FOREIGNERS).

YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands, distinguishing Trades, and (except as regards Lascars) the FOREIGN SEAMEN.

Age.																		Trade.
40—		45—		50—		55—		60—		65—		70 and upwards.		Not stated.		Total.		
Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	
ON SAILING VESSELS.																		Seamen other than Lascars—
924	28	986	18	847	10	571	5	111	1	190	3	86	1	11	1	19,139	970	Coasting Trade.
80	9	91	11	85	7	45	2	20	1	11	—	4	—	7	2	1,519	248	Home Trade, exclusive of Coasting.
1,007	514	1,232	305	834	262	443	104	111	36	33	7	7	2	67	20	19,139	7,072	Foreign Trade.
2,439	545	2,263	424	1,706	279	1,059	111	609	37	111	10	97	3	135	32	32,573	7,990	Total Trading.
580	—	370	—	267	2	198	—	107	—	36	—	11	—	11	—	6,200	8	Fishing.*
3,019	545	2,428	424	2,033	281	1,245	111	716	37	208	10	108	3	149	32	39,133	7,998	Total Trading and Fishing.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	29	—	29	—	Lascars.
3,019	—	2,428	—	2,033	—	1,245	—	716	—	208	—	108	—	178	—	40,162	—	Total on Sailing Vessels.
ON STEAM VESSELS.																		Seamen other than Lascars—
1,827	77	1,565	61	1,363	41	779	20	385	8	111	1	56	—	303	1	15,962	511	Coasting Trade.
868	120	771	95	607	75	323	31	144	10	38	1	9	1	11	1	7,743	1,129	Home Trade, exclusive of Coasting.
7,927	1,836	5,471	1,213	2,942	528	1,162	204	388	65	78	15	9	3	2,672	604	25,511	23,014	Foreign Trade.
10,690	2,033	7,827	1,369	4,832	645	2,264	256	111	83	258	17	76	4	2,925	608	120,153	24,734	Total Trading.
1,338	62	776	39	300	18	183	5	66	2	8	—	6	—	10	—	19,249	630	Fishing.*
12,028	2,095	8,005	1,408	5,232	663	2,447	260	868	85	266	17	82	4	3,015	607	182,395	25,344	Total Trading and Fishing.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33,581	—	Lascars.
12,028	—	8,005	—	5,232	—	2,447	—	868	—	266	—	82	—	36,596	—	166,976	—	Total on Steam Vessels.
ON SAILING AND STEAM VESSELS.																		Seamen other than Lascars—
2,751	99	2,515	79	2,130	54	1,360	35	634	9	332	4	144	1	343	2	111,004	1,161	Coasting Trade.
1,035	129	862	—	692	82	368	33	173	11	46	1	11	1	18	8	9,262	1,777	Home Trade, exclusive of Coasting.
9,334	2,350	6,703	1,606	3,776	788	1,805	306	539	100	110	23	16	5	2,760	639	115,680	30,986	Foreign Trade.
13,120	2,576	10,080	1,703	6,506	924	3,166	366	1,536	120	490	27	173	7	3,110	688	153,026	32,614	Total Trading.
1,918	62	1,146	30	111	20	860	5	173	2	11	—	17	—	44	1	19,502	639	Fishing.*
15,038	2,640	11,238	1,832	7,265	944	3,692	371	1,709	122	534	27	190	7	3,161	689	172,528	33,242	Total Trading and Fishing.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	33,810	—	206,338	—	Lascars.
15,038	—	11,238	—	7,265	—	3,692	—	1,709	—	534	—	190	—	38,774	—	206,138	—	Total on Sailing and Steam Vessels.

not the whole body of Seamen required to man the vessels registered in the British Islands.
the Merchant Shipping Act, 1894. See note on page v.

TABLE showing the NATIONALITIES and

Nationality.	SEAMEN ON VESSELS											
	Masters.	Mates.	Boatswains.	Carpenters.	Sailmakers.	Quarter-Masters.	Lamp-trimmers.	Other Petty Officers.	Sailors*			Apprentices.
									Able Seamen.	Sailors undefined.	Ordinary Seamen.	
England and Wales	6,977	8,438	1,171	780	137	490	202	26	11,418	2,722	2,364	2,280
Scotland	1,584	2,467	303	613	126	200	87	9	8,727	616	462	340
Ireland	731	1,007	304	149	34	133	62	1	2,658	477	288	136
Channel Islands	137	157	86	21	9	10	8	—	376	22	83	13
Isle of Man	66	91	21	13	—	8	8	—	356	23	16	7
Total British Islands	9,446	12,100	1,924	1,576	305	840	466	37	19,512	3,690	3,212	2,788
"British" not otherwise defined..	161	136	10	18	—	11	1	—	167	7	82	13
Australia	23	50	16	9	1	6	4	1	227	6	119	31
Canada	101	169	42	81	4	10	10	3	351	11	57	6
India	8	99	3	—	1	4	—	—	48	—	24	30
Malta	—	7	2	9	2	—	2	—	42	—	1	4
Mauritius	—	5	1	1	—	—	1	—	80	—	9	—
Newfoundland	10	15	10	1	1	4	6	—	161	—	19	1
New Zealand	4	60	3	3	—	3	—	—	197	2	60	6
West Indies (British)	13	53	15	19	3	8	13	3	517	3	77	3
Other Colonies	10	21	6	5	—	4	2	—	143	3	17	10
Total Colonies	166	412	109	77	12	38	37	6	1,356	23	353	90
Austria	4	8	14	17	1	3	7	1	235	1	12	—
Belgium	1	6	6	12	2	3	4	—	231	1	71	—
Denmark	25	47	48	38	11	6	21	1	895	6	73	—
France	2	10	8	6	13	—	3	—	820	2	14	—
Germany	30	61	120	201	62	26	31	2	1,576	11	132	—
Greece	1	10	47	30	1	5	13	1	664	—	16	—
Holland	8	6	33	31	9	19	4	—	460	1	33	—
Italy	1	5	30	33	5	17	15	—	646	—	28	—
Norway	32	73	122	310	33	31	40	3	2,490	11	102	—
Portugal	—	1	3	4	3	1	3	—	62	—	4	—
Russia	2	18	30	300	18	9	25	1	1,223	4	107	—
Spain	1	4	13	10	—	9	8	—	308	1	15	—
Sweden	17	80	139	448	62	54	70	1	2,348	15	143	—
Turkey	—	1	12	11	—	4	1	—	90	—	4	—
Other European Countries ..	1	—	3	4	—	8	2	—	60	—	4	—
Total European Countries ..	120	322	705	1,517	209	160	263	12	12,526	63	807	63
Chili	—	2	2	3	—	11	2	3	211	—	20	—
Peru	—	—	2	2	—	2	1	—	31	—	1	—
United States of America ..	—	40	60	14	5	18	11	1	632	6	137	—
Other American Countries ..	—	7	11	5	3	6	2	—	199	1	36	—
Total American Countries ..	9	49	85	20	8	43	16	3	1,263	7	194	14
China	—	—	9	8	—	19	2	—	70	7	—	—
Japan	—	—	4	6	—	—	—	—	50	—	—	—
Other Asiatic Countries ..	—	1	—	1	—	8	—	—	21	—	—	—
Total Asiatic Countries ..	—	1	13	15	—	30	2	—	141	7	—	—
Egypt	2	6	9	10	—	10	—	—	63	—	15	—
Other parts of Africa (not British)	—	1	—	—	—	—	—	—	6	—	—	—
Polynesia	—	—	2	—	—	—	—	—	4	—	—	—
"Foreign" not otherwise defined	—	1	—	—	—	—	—	—	—	—	—	—
Total Foreign Countries ..	131	390	314	1,568	217	263	370	15	14,010	67	1,016	66
Born at sea	3	31	2	—	—	1	—	—	10	1	1	3
Not stated	3	5	2	1	—	—	—	1	22	1	1	5
Total (exclusive of Laocars) ..	9,907	13,144	2,264	2,240	524	1,153	779	59	35,587	3,769	4,615	2,905
Laocars	—	—	2,380						2,330			—
Grand Total	9,907	13,144	10,998						53,120			2,905
British Islands	95°3	98°5	67°4	48°6	57°1	72°9	60°3	63°7	55°1	97°3	99°6	93°9
"British" not otherwise defined..	1°5	1°2	—	—	—	1°0	—	—	—	—	—	—
Colonies	1°7	5°1	3°6	2°4	2°3	3°3	4°8	10°2	4°7	—	7°7	3°1
Total Foreign Countries ..	1°3	2°9	20°3	46°4	46°6	22°7	34°9	35°4	20°0	1°8	21°0	2°3
Born at sea	—	—	—	—	—	—	—	—	—	—	—	—
Not stated	—	—	—	—	—	—	—	—	—	—	—	—
Total	100°0	100°0	100°0	100°0	100°0	100°0	100°0	100°0	100°0	100°0	100°0	100°0

* See note on page xv.

NA
RATINGS of SEAMEN employed on the 31st

Registered under Part I. of the Merchant Shipping Act, 1894

Males.	Engineers.	Firemen, or Firemen and Trim-mers.	Timmers.	Donkeymen.	Oilers and Greasers.	Total.	Grand Total.	Nationality.
84 128 94 11 3	8,341 4,974 683 21 80	8,566 22,187 2,540 36 53	1,771 237 336 3 3	1,626 240 263 9 6	737 86 197 5 6	10,042 1,939 788 18 34	92,184 22,576 12,882 1,109 876	England and Wales. Scotland. Ireland. Channel Islands. Isle of Man.
191	13,159	14,413	2,348	1,631	1,033	18,798	128,936	Total British Islands.
9	121	97	6	4	3	13	2,984	"British" not otherwise defined
21 5 3 1 3 2 2 2 13 6	46 51 41 9 3 9 56 28	37 79 30 101 4 23 36 221 201	36 6 3 3 — — 39 54	8 6 — 19 2 3 7 12	6 4 1 1 — 1 9 7 6	19 9 3 3 — — 17 3	934 1,170 440 270 128 220 447 1,627 717	Australia. Canada. India. Malta. Mauritius. Newfoundland. New Zealand. West Indies (British). Other Colonies.
57	226	742	213	79	33	57	5,960	Total Colonies.
2 21 1 3 3 3 6 5 2 — 1 — 1 —	19 7 14 11 51 33 6 10 26 1 3 10 46 1	163 283 191 96 1,230 617 317 328 381 142 148 540 999 208 61	6 46 8 4 78 14 9 76 19 14 18 87 56 27 3	30 19 40 11 196 107 34 30 43 15 19 66 100 33 10	3 29 2 2 68 5 10 17 10 1 3 7 56 — 2	7 11 180 6 104 1 21 4 85 — 18 3 119 — 6	621 988 1,778 909 5,314 1,728 1,322 1,556 8,985 2,030 1,030 6,118 429 314	Austria. Belgium. Denmark. France. Germany. Greece. Holland. Italy. Norway. Portugal. Russia. Spain. Sweden. Turkey. Other European Countries.
57	226	6,064	486	612	304	771	27,912	Total European Countries.
8 5 13 4	5 5 38 8	109 48 277 108	28 18 96 13	6 8 35 4	6 1 27 3	— — 44 6	632 204 2,793 624	Chile. Peru. United States of America. Other American Countries.
30	56	532	96	51	26	50	4,153	Total American Countries.
3 1 3	1 — —	138 27 14	11 — —	3 8 —	9 — 1	— — —	469 181 57	China. Japan. Other Asiatic Countries.
7	1	180	11	11	10	—	667	Total Asiatic Countries.
2 — —	3 1 —	127 43 —	16 7 —	6 2 —	— — —	— 3 —	253 71 112	Egypt. Other parts of Africa (not British). Polynesia. "Foreign" not otherwise defined.
128	299	6,995	635	662	260	628	33,242	Total Foreign Countries.
— 1	7 7	— 28	— 1	1 1	— 1	1 7	78 388	Born at Sea. Not stated.
1,394	13,824	22,246	3,103	2,496	1,320	19,502	172,038	Total (exclusive of Lascars).
—	—	12,133	—	1,896	—	—	33,610	Lascars.
1,394	13,824	34,381	—	4,392	—	19,502	206,138	Grand Total.
Percentage								
89.9 7 91 91 1	96.2 4 1.9 2.3 —	64.8 2 8.3 31.3 1	76.7 2 8.9 17.2 —	61.2 2 3.2 56.3 1	78.2 2 2.5 15.9 —	89.4 1 3 3.2 —	73.8 1.7 3.4 19.3 2	British Islands. "British" not otherwise defined. Colonies. Total Foreign Countries. (Born at sea. Not stated.
100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	Total.

NOTE.—These figures only represent the Seamen and

TABLE
NATIONALITIES

TABLE showing the NATIONALITIES and AGES of SEAMEN employed on the 31st March, 1901, on BRITISH

Nationality.	Age.																			70 and up-wards.	Not stated.	Total Trading.
	Under 15-	15-	16-	17-	18-	19-	20-	21-	22-	23-	24-	25-	26-	27-	28-	29-	30-					
SEAMEN on VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only (Trading Vessels).																						
England and Wales ..	190	624	1,316	1,721	2,264	2,480	15,723	13,965	11,044	8,448	8,134	4,860	3,430	1,830	920	290	115	62	76,093			
Scotland	16	61	197	281	346	363	3,585	3,904	3,189	2,586	1,957	1,062	1,105	644	271	103	36	11	20,447			
Ireland.. ..	17	39	60	113	181	203	2,227	2,390	1,970	1,719	1,300	1,048	698	315	160	42	12	19	12,599			
Channel Islands ..	5	7	13	24	29	26	173	109	137	156	144	128	71	41	13	5	1	—	1,151			
Isle of Man	1	1	6	10	17	7	120	141	151	133	62	61	48	10	15	6	—	—	861			
Total British Islands ..	239	752	1,612	2,169	2,856	3,150	21,834	20,649	16,477	13,240	9,977	7,879	5,421	2,846	1,365	452	164	92	111,140			
"British," not otherwise defined.	2	4	10	19	12	22	133	136	155	105	89	89	53	29	8	4	—	2,101	2,971			
Australia	1	5	19	38	46	50	311	159	91	94	57	26	9	3	—	—	—	4	924			
Canada	—	4	2	12	23	24	227	306	142	159	153	68	76	32	9	4	—	1	1,161			
India	1	2	11	8	19	17	126	94	66	39	19	19	9	1	1	—	—	—	432			
Malta	—	1	1	—	4	9	47	37	41	46	30	30	14	8	—	—	—	—	268			
Mauritius	1	—	2	2	4	5	41	19	13	19	5	6	2	2	—	—	—	1	125			
Newfoundland ..	—	2	2	3	10	9	56	70	47	37	34	24	16	2	3	—	—	—	314			
New Zealand	1	2	4	12	18	27	178	96	58	31	10	3	2	1	—	—	—	—	445			
West Indies (British) ..	1	7	3	11	26	41	373	380	232	160	124	77	51	22	9	—	1	1	1,510			
Other Colonies	3	2	6	6	20	21	142	227	131	61	32	34	17	10	—	1	1	1	714			
Total Colonies	8	23	49	99	172	212	1,504	1,289	821	655	464	309	193	81	23	5	2	2	5,893			
Austria	—	—	—	7	11	17	113	149	106	78	61	38	18	9	4	—	—	1	914			
Belgium	4	10	27	43	39	58	198	173	163	99	66	37	23	6	6	—	—	1	962			
Denmark	—	1	2	11	29	64	604	331	223	156	104	91	41	15	9	4	1	—	1,586			
France.. ..	1	4	6	11	10	19	113	107	104	81	84	64	47	8	2	1	—	2	963			
Germany	9	16	20	57	120	160	1,063	1,038	964	617	426	290	174	72	26	4	3	3	5,110			
Greece	—	—	3	4	12	10	446	496	331	177	120	92	25	8	1	2	—	—	1,727			
Holland	2	2	15	20	37	31	252	217	200	134	118	90	46	19	7	1	—	—	1,301			
Italy	3	6	4	9	37	36	254	421	264	290	162	86	51	17	10	—	1	—	1,552			
Norway	—	—	8	13	41	102	1,195	861	548	417	37	227	122	49	6	2	—	3	3,280			
Portugal	—	—	—	—	6	4	67	125	57	34	26	24	7	4	—	1	—	1	365			
Russia	—	—	2	16	34	57	667	484	364	187	124	118	60	21	5	1	—	2	2,012			
Spain	—	2	0	2	11	16	202	334	307	121	76	50	9	5	2	—	—	1	1,047			
Sweden	—	6	12	28	77	125	1,729	1,396	846	670	503	322	168	76	22	7	—	4	6,999			
Turkey	—	—	—	1	1	2	77	144	69	58	25	16	8	4	1	—	—	—	439			
Other European Countries	—	—	—	1	3	5	53	66	38	29	6	4	4	1	—	—	—	—	206			
Total European Countries	19	47	107	223	448	706	6,922	6,314	4,409	3,116	2,186	1,548	802	314	100	23	5	18	27,337			
Chili	—	—	—	4	11	7	103	78	45	39	11	17	3	2	—	—	—	312	633			
Peru	—	—	1	1	3	3	18	14	10	9	3	1	1	—	—	—	—	140	304			
United States of America	2	4	5	23	53	69	699	551	443	335	276	157	84	91	11	2	1	4	2,748			
Other American Countries	—	1	4	9	4	10	129	130	62	54	33	10	6	2	—	1	1	63	618			
Total American Countries	2	5	10	32	71	89	849	773	500	437	322	169	94	35	11	3	2	609	4,102			
China	—	1	3	7	8	35	96	152	86	34	23	13	3	1	1	—	—	—	460			
Japan	—	—	—	2	2	1	52	45	24	13	8	4	—	—	—	—	—	—	131			
Other Asiatic Countries ..	—	—	—	1	1	—	15	18	11	6	3	3	—	—	—	—	—	—	57			
Total Asiatic Countries	—	1	3	10	11	36	145	215	123	53	36	20	3	1	1	—	—	—	667			
Egypt	—	1	3	2	7	3	51	61	66	36	27	29	25	13	7	1	—	—	332			
Other Parts of Africa } (not British).	—	—	—	—	2	—	10	27	12	7	6	2	—	1	1	—	—	—	68			
Polynesia	—	—	—	—	—	—	3	1	—	—	1	—	—	1	—	—	—	—	6			
"Foreign," not otherwise defined.	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	111	112			
Total Foreign Countries	21	54	123	271	589	834	8,080	7,421	5,170	3,618	2,578	1,793	924	366	120	27	7	638	32,614			
Born at Sea	1	—	1	3	—	3	13	19	9	9	7	2	2	—	1	—	—	—	77			
Not stated	—	—	2	4	1	—	7	7	7	5	5	6	3	1	—	—	—	281	331			
Total	267	815	1,797	2,648	3,560	4,231	31,576	29,501	22,639	17,662	13,120	10,080	6,508	3,323	1,536	490	173	8,190	153,696			
Leacars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33,610	33,610			
GRAND TOTAL	267	815	1,797	2,648	3,560	4,231	31,576	29,501	22,639	17,662	13,120	10,080	6,508	3,323	1,536	490	173	36,750	186,696			

NOTE.—These figures only represent the Seamen actually under agreement on the 31st of March, 1901, not

5.

WITH AGES.

SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the ISLANDS.

ISLANDERS.

Age.																			Grand	Nationality.	
Under 15-	15-	16-	17-	18-	19-	20-	21-	22-	23-	24-	25-	26-	27-	28-	29-	30-	31-	32-	Total Fish- ing.		TOTAL
SEAMEN ON VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894 (Fishing Vessels).																					
30	97	354	429	531	585	3,246	2,888	2,458	2,074	1,543	909	496	295	129	12	24	18,042	82,184	England and Wales.		
1	4	7	15	21	33	278	346	347	335	237	181	86	57	25	1	3	1,539	22,876	Scotland.		
9	8	15	20	19	21	145	169	113	60	75	30	53	19	15	2	3	738	18,363	Ireland.		
—	—	—	—	1	1	1	2	3	1	4	4	—	1	—	—	—	16	1,166	Channel Islands.		
—	—	—	1	—	—	3	7	4	4	2	3	—	—	—	—	—	24	875	Isle of Man.		
49	109	376	495	578	590	3,671	3,367	2,925	2,474	1,832	1,105	634	362	169	44	17	26	18,796	129,966	Total British Islands.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	13	13	2,984	{ " British," not otherwise defined.	
—	—	—	1	—	1	1	4	1	1	—	—	1	—	—	—	—	—	10	984	Australia.	
—	—	—	—	—	—	1	1	4	1	—	—	—	1	1	—	—	—	9	1,170	Canada.	
—	—	—	—	—	—	3	—	2	2	1	—	—	—	—	—	—	—	6	440	India.	
—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	—	2	270	Malta.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	123	Mauritius.	
—	—	—	—	1	—	1	1	—	—	—	1	1	—	1	—	—	—	8	320	Newfoundland.	
—	—	—	—	—	—	—	1	—	—	—	1	—	—	—	—	—	—	2	447	New Zealand.	
—	—	—	—	—	1	2	3	1	4	3	2	1	—	—	—	—	—	17	1,537	West Indies (British).	
—	—	—	—	—	—	—	1	—	1	—	—	—	1	—	—	—	—	3	777	Other Colonies.	
—	—	—	1	1	2	8	12	9	9	4	4	3	2	2	—	—	—	57	5,960	Total Colonies.	
—	—	—	—	1	—	—	1	1	1	2	1	—	—	—	—	—	—	7	631	Austria.	
—	—	—	—	—	2	5	2	1	—	1	—	—	—	—	—	—	—	11	965	Belgium.	
—	—	—	2	6	11	63	43	27	16	15	16	5	2	—	—	—	—	190	1,773	Denmark.	
—	—	—	—	—	—	—	—	—	—	2	8	—	—	1	—	—	—	6	669	France.	
—	—	—	—	—	6	14	9	26	26	14	7	1	2	—	—	—	—	104	5,214	Germany.	
—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	1	1,723	Greece.	
—	—	—	—	1	—	4	6	4	1	1	—	1	—	1	—	—	—	21	1,222	Holland.	
—	—	—	—	—	—	—	2	1	—	—	—	1	—	—	—	—	—	4	1,556	Italy.	
—	—	—	—	1	3	14	16	15	19	13	10	2	1	—	—	—	—	66	3,965	Norway.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	355	Portugal.	
—	—	—	—	—	—	8	2	2	4	2	—	—	—	—	—	—	—	18	2,090	Russia.	
—	—	—	—	—	—	—	1	—	1	—	1	—	—	—	—	—	—	3	1,080	Spain.	
—	—	1	2	6	10	43	16	14	11	8	3	4	—	—	—	—	—	119	6,118	Sweden.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	439	Turkey.	
—	—	—	—	—	—	2	3	—	—	—	1	—	—	—	—	—	—	6	214	Other European Countries.	
—	—	1	4	14	21	143	103	91	71	56	36	15	5	1	—	—	—	1	575	Total European Countries.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	632	Chile.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	204	Peru.	
—	—	—	—	2	3	10	6	5	7	1	3	1	—	—	—	—	—	44	2,792	United States of America.	
—	—	—	—	—	—	2	2	—	2	—	—	—	—	—	—	—	—	6	634	Other American Countries.	
—	—	—	—	2	3	12	8	5	9	4	3	4	—	—	—	—	—	—	—	Total American Countries.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	496	China.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	181	Japan.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57	Other Asiatic Countries.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	687	Total Asiatic Countries.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	323	Egypt.	
—	—	—	—	—	—	—	1	—	1	—	—	1	—	—	—	—	—	3	71	{ Other Parts of Africa (not British).	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	Polynesia.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	112	{ " Foreign," not otherwise defined.	
—	—	1	4	16	34	155	112	86	81	82	39	20	6	2	—	—	—	1	638	Total Foreign Countries.	
—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1	73	Born at Sea.
—	—	1	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	5	7	398	Not stated.
49	109	376	470	599	626	3,536	3,461	3,090	2,565	1,918	1,146	657	369	173	44	17	24	19,502	172,523	Total.	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33,610	Lascars.
49	109	376	470	599	626	3,536	3,461	3,090	2,565	1,918	1,146	657	369	173	44	17	24	19,502	206,138	GRAND TOTAL.	

The whole body of Seamen required to man the vessels registered in the British Islands.

TABLE 6.

AGES AND RATINGS OF SEAMEN OF ALL NATIONALITIES.

TABLE showing the AGES and RATINGS of the SEAMEN (exclusive of Lascars) employed on the 31st March, 1901, on SEA-GOING VESSELS (except Yachts) registered under Part I. of the Merchant Shipping Act, 1894, in the BRITISH ISLANDS.

Rating.	Age.																		Total.
	Under 15	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and upwards.	Not stated.	
SEAMEN on VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only. (TRADING VESSELS.)																			
Masters	—	—	—	—	1	2	193	639	1,182	1,568	1,671	1,617	1,839	861	501	186	78	47	9,967
Mates	—	—	3	—	15	60	2,378	3,159	2,593	1,757	1,198	835	668	542	168	37	16	35	15,144
Boatswains	—	—	—	—	1	3	190	497	574	669	473	336	194	90	30	7	—	9	2,854
Carpenters	—	—	—	—	1	4	340	943	635	468	411	376	260	131	48	19	5	3	3,240
Sailmakers	—	—	—	—	—	3	41	—	65	85	74	98	77	43	22	3	1	—	584
Quartermasters	—	—	—	—	—	4	176	347	189	168	186	95	72	51	11	1	—	28	1,158
Lamptrimmers	—	—	—	—	2	3	71	126	116	125	123	92	65	38	14	—	—	—	778
Other Petty Officers	—	—	—	—	—	—	4	—	—	—	11	7	9	6	3	—	—	2	59
Able Seamen	1	3	16	76	330	834	9,922	7,977	4,968	3,936	2,914	2,423	1,820	674	214	56	17	213	35,387
Sailors undefined	6	30	48	73	192	211	940	606	—	390	269	216	221	124	96	—	16	11	3,789
Ordinary Seamen	63	112	337	606	964	334	1,406	226	93	30	38	13	16	5	4	3	1	10	4,011
Apprentices	27	164	487	603	641	596	564	6	—	—	—	—	—	—	—	—	—	—	2,963
Boys	38	261	369	332	266	78	30	18	2	2	2	—	—	—	—	—	—	15	1,394
Engineers	—	2	—	1	5	22	2,714	—	2,434	1,681	1,485	954	663	292	128	43	16	16	11,884
Firemen or Firemen and Trimmers	—	—	12	17	84	210	4,471	5,815	4,592	3,900	1,778	1,094	636	265	83	31	7	180	22,345
Trimmers	—	2	3	17	—	216	1,488	704	269	119	67	29	7	3	1	1	—	39	3,103
Donkeymen	—	—	1	—	1	2	165	466	509	497	366	232	136	33	19	7	2	14	2,444
Oilmen and Greasers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Persons in Engineers' Department	—	2	—	2	2	1	57	128	123	106	75	49	37	18	6	—	1	7	614
Surgeons	—	—	—	—	—	1	26	110	82	67	29	19	14	10	3	3	1	—	387
Purser, &c.	4	2	5	7	10	21	184	180	171	162	67	46	16	17	6	2	—	10	836
Stewards, &c.	30	267	575	783	1,072	1,100	5,389	3,967	2,673	2,051	1,464	1,146	799	368	151	47	7	149	21,924
Stewardesses, &c.	1	—	1	—	—	6	60	111	159	168	126	99	54	30	7	3	—	1	836
Cattlemen	—	—	—	11	50	55	630	360	314	260	177	73	45	10	8	1	—	2	1,981
Pilots	—	—	1	3	—	1	7	19	19	80	30	62	36	36	14	11	3	—	497
Other Persons	—	1	4	—	8	22	306	224	186	141	112	71	48	11	7	2	3	50	1,069
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,126
Total	267	315	1,177	1,548	3,560	4,221	31,076	29,501	22,689	17,663	13,130	10,080	6,906	3,238	1,586	490	173	3,129	153,036
SEAMEN on VESSELS registered under both Parts I and IV. of the Merchant Shipping Act, 1894. (FISHING VESSELS.)																			
Skippers	—	—	—	—	—	1	38	308	591	626	481	310	162	77	38	10	—	4	2,708
Second Hands	—	—	—	—	1	5	230	465	496	401	320	196	90	52	19	—	—	4	2,159
Boatswains	—	—	—	—	2	1	103	139	98	65	29	20	15	—	1	—	—	2	438
Fishermen	—	—	—	—	—	388	2,310	1,519	1,022	744	599	317	305	119	65	24	8	16	7,445
Apprentices	7	37	60	71	—	57	35	—	—	—	—	—	—	—	—	—	—	—	391
Boys	31	49	172	297	—	16	7	—	—	—	—	—	—	—	—	—	—	—	613
Engineers	—	—	—	—	—	14	444	540	496	473	380	315	96	51	11	—	3	3	2,681
Firemen	—	—	—	—	16	19	151	111	71	68	29	37	16	8	3	—	1	1	585
Trimmers	—	—	—	—	97	85	536	139	61	32	29	10	4	—	2	—	—	1	799
Stewards and Cooks	11	35	146	103	59	62	306	241	212	197	170	111	89	56	33	6	—	3	1,763
Other Persons	—	—	—	—	—	—	3	—	1	1	—	—	—	—	1	—	—	1	9
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	49	109	378	470	—	696	3,835	3,631	3,080	2,565	1,913	1,149	657	369	173	44	17	—	19,602
Grand Total	316	324	1,555	2,018	4,149	4,917	35,411	33,132	25,769	20,227	15,043	11,229	7,563	3,607	1,759	534	190	3,140	172,538

NOTE.—These figures only represent Seamen actually under Agreement on the 31st March, 1901, not the whole body of Seamen required to man the vessels registered in the British Islands.

TABLE 7.

SEAMEN BORN IN ENGLAND AND WALES.

TABLES showing the AGES and RATINGS of SEAMEN BORN IN ENGLAND AND WALES, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Rating.	Age.																	70 and up-wards.	Not stated.	Total.
	Under 15.	15-	16-	17-	18-	19-	20-	21-	22-	23-	24-	25-	26-	27-	28-	29-				
SEAMEN on VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only (TRADING VESSELS).																				
Masters	—	—	—	—	1	1	189	111	906	1,103	1,152	1,071	111	808	350	188	59	14	—	6,977.
Mates	—	—	2	6	18	46	1,083	2,141	1,664	1,068	689	504	378	191	104	20	16	6	—	8,498
Boatswains ..	—	—	—	—	—	3	79	152	189	222	192	111	101	40	21	4	1	—	—	1,171
Carpenters ..	—	—	—	—	—	2	104	117	124	111	102	64	64	11	19	—	1	—	—	770
Sailmakers ..	—	—	—	—	—	—	4	13	14	16	11	23	20	16	10	9	—	—	—	187
Quartermasters ..	—	—	—	—	—	2	78	94	61	74	66	50	41	17	11	1	—	—	—	408
Lamptrimmers ..	—	—	—	—	—	11	27	43	38	46	51	80	29	10	6	—	—	—	—	292
Other Petty Officers ..	—	—	—	—	—	—	—	7	2	6	2	4	6	—	—	—	—	—	—	26
Able Seamen ..	—	1	8	24	111	377	3,067	2,081	1,000	1,308	1,027	987	642	267	128	29	12	10	—	11,418
Sailors Undefined ..	6	27	41	61	180	183	753	410	386	170	168	121	140	74	64	30	13	10	—	2,722
Ordinary Seamen ..	34	73	303	320	416	111	693	96	43	12	11	7	7	11	11	2	1	1	—	2,264
Apprentices ..	23	133	341	483	494	111	408	5	—	—	—	—	—	—	—	—	—	—	—	3,290
Boys.. ..	57	189	283	243	100	43	96	4	1	—	—	—	—	—	—	—	—	—	—	964
Engineers	—	2	—	—	—	9	1,731	2,086	1,441	1,038	875	558	346	101	71	35	3	3	—	8,341
Firemen or Firemen and Trimmers ..	—	—	7	9	47	89	1,847	2,480	1,968	1,448	794	485	339	102	35	6	2	5	—	9,558
Trimmers	—	1	1	11	80	154	972	111	117	51	11	11	1	1	—	—	—	—	—	1,771
Donkeymen ..	—	—	—	—	—	1	61	140	242	215	176	100	57	19	19	1	1	—	—	1,026
Oilmen and Greasers ..	—	—	—	—	—	1	83	111	176	166	73	37	19	11	1	—	—	—	—	737
Other Persons in Engineers' Department ..	—	—	1	—	—	1	32	11	70	56	33	19	12	6	3	—	—	—	—	296
Surgeons	—	—	—	—	—	—	9	58	48	26	17	7	5	2	—	3	—	—	—	171
Pursers, &c. ..	4	2	4	3	3	15	118	115	104	48	34	27	6	6	2	—	—	—	—	491
Stewards, &c. ..	69	195	420	554	768	781	3,686	2,545	1,000	1,280	803	594	424	217	72	28	11	6	—	13,965
Stewardesses, &c. ..	3	—	1	—	—	3	11	64	100	96	71	63	33	14	3	1	—	1	—	111
Cattlemen	—	—	—	6	28	19	196	97	61	52	35	14	11	2	1	—	—	—	—	513
Pilots	—	—	—	3	—	1	2	14	12	15	18	38	26	19	11	9	2	—	—	170
Other Persons ..	—	1	1	8	6	17	123	129	111	82	11	39	23	7	3	—	1	—	—	605
Total	196	694	1,316	1,721	2,384	2,499	15,723	13,956	11,044	10,111	8,111	4,980	3,439	1,811	926	115	68	—	—	76,093
SEAMEN on VESSELS registered under both Parts I and IV. of the Merchant Shipping Act, 1894 (FISHING VESSELS).																				
Skippers	—	—	—	—	—	1	77	302	521	546	427	260	115	63	23	8	4	2	—	2,369
Second Hands ..	—	—	—	—	1	11	205	431	437	363	281	122	67	45	17	3	—	3	—	1,999
Boatswains ..	—	—	—	—	2	1	98	119	79	55	11	19	15	—	—	—	—	—	—	416
Fishermen	—	—	—	—	204	317	1,861	1,169	788	576	111	244	151	95	50	23	6	8	—	6,973
Apprentices ..	7	26	69	71	77	58	85	—	—	—	—	—	—	—	—	—	—	—	—	384
Boys	21	40	155	261	50	15	5	2	1	1	—	1	—	2	—	—	—	—	—	586
Engineers	—	—	—	—	11	14	111	63	57	23	10	17	9	7	2	—	—	—	—	2,142
Firemen	—	—	—	—	11	14	111	63	57	23	10	17	9	7	2	—	—	—	—	368
Trimmers	—	—	—	—	89	70	234	109	49	27	25	7	2	4	1	1	—	1	—	670
Stewards and Cooks ..	11	31	110	97	54	111	146	171	151	124	133	81	67	41	19	3	—	2	—	1,320
Other Persons ..	—	—	—	—	—	—	1	—	1	—	1	1	—	—	1	—	—	—	—	6
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	39	97	354	429	531	535	3,246	2,833	2,458	2,074	1,543	909	400	295	129	38	12	24	—	16,042
Grand Total ..	235	791	1,670	2,150	2,915	3,034	18,969	16,789	13,502	12,185	9,653	5,889	3,839	2,135	1,055	334	127	92	—	92,134

TABLE 8.

SEAMEN BORN IN SCOTLAND.

TABLE showing the AGES and RATINGS of SEAMEN BORN IN SCOTLAND employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS), registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Rating.	Age.																			Total.
	Under 15-	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and upwards.	Not stated.		
SEAMEN on VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only (Trading Vessels).																				
Masters	—	—	—	—	—	1	10	65	150	260	280	284	214	167	79	90	13	3	1,534	
Mates	—	—	—	—	1	7	382	606	821	351	192	179	131	86	51	13	3	3	2,467	
Boatswains	—	—	—	—	1	—	29	70	71	82	47	64	23	10	8	—	—	—	392	
Carpenters	—	—	—	—	—	—	99	131	70	79	88	61	56	21	16	5	4	—	613	
Sailmakers	—	—	—	—	—	1	28	—	20	16	7	15	17	8	2	—	—	—	136	
Quartermasters	—	—	—	—	—	1	50	82	36	26	14	13	8	4	1	—	1	—	209	
Lamptrimmers	—	—	—	—	1	1	9	15	11	14	14	50	10	8	1	—	—	—	97	
Other Petty Officers	—	—	—	—	—	—	2	1	2	2	1	—	—	1	—	—	—	—	9	
Able Seamen	—	—	3	8	36	79	988	782	501	408	343	226	168	85	57	8	2	3	3,727	
Sailors Undefined	—	1	1	5	6	15	116	102	65	58	33	28	33	23	15	5	1	—	555	
Ordinary Seamen	5	8	41	78	91	66	135	20	5	3	2	2	1	—	1	—	—	1	463	
Apprentices	1	12	53	73	78	47	76	1	—	—	—	—	—	—	—	—	—	—	346	
Boys	5	19	46	30	14	4	5	—	—	—	—	—	—	—	—	—	—	—	126	
Engineers	—	—	—	1	1	7	696	1,074	751	465	471	297	251	103	13	17	7	1	4,074	
Firemen or Firemen and Trimmers	—	—	2	1	12	24	313	496	442	361	217	151	87	—	16	11	1	—	2,167	
Trimmers	—	—	—	—	13	11	85	60	36	17	6	3	3	1	—	1	—	—	237	
Donkeymen	—	—	—	1	—	—	11	38	48	43	45	50	33	7	3	2	1	—	249	
Oilmen and Greasers	—	—	—	—	—	—	10	11	15	15	11	12	12	2	—	—	—	—	88	
Other Persons in Engineers' Department	—	2	—	—	1	2	10	20	25	30	16	11	11	5	1	—	1	—	143	
Surgeons	—	—	—	—	—	—	6	11	10	13	4	3	2	3	1	—	—	—	53	
Purser, &c.	—	—	1	2	1	3	24	19	23	19	4	4	4	5	2	—	—	—	110	
Stewards, &c.	5	19	50	81	84	69	478	418	200	270	179	156	94	53	23	8	2	—	2,253	
Stewardesses, &c.	—	—	—	—	—	1	—	50	27	32	34	23	9	11	1	—	—	—	170	
Cattlemen	—	—	—	—	1	2	39	21	9	16	19	4	3	3	1	—	—	—	106	
Pilots	—	—	—	—	—	—	1	4	3	6	6	3	—	6	1	1	—	—	29	
Other Persons	—	—	—	2	1	1	17	30	29	12	21	13	7	2	2	2	2	—	141	
Total	16	81	197	281	345	305	3,685	3,994	2,111	2,585	1,967	1,623	1,185	644	271	103	30	11	30,447	
SEAMEN on VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894 (Fishing Vessels).																				
Skippers	—	—	—	—	—	—	3	11	30	49	23	31	14	7	2	1	—	—	178	
Second Hands	—	—	—	—	—	—	9	15	39	37	25	9	4	3	—	—	—	—	143	
Boatswains	—	—	—	—	—	—	2	3	1	1	—	—	—	—	—	—	—	—	7	
Fishermen	—	—	—	—	13	17	127	147	132	116	71	44	30	11	5	—	1	1	707	
Apprentices	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	
Boys	1	2	5	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20	
Engineers	—	—	—	—	—	1	29	68	67	76	60	44	23	11	6	—	—	—	385	
Firemen	—	—	—	—	4	5	68	47	42	37	19	10	7	1	1	—	1	—	237	
Trimmers	—	—	—	—	2	3	15	13	7	2	4	—	—	—	—	—	—	—	46	
Stewards and Cooks	—	1	2	3	3	5	29	37	—	27	20	13	9	10	12	3	1	—	214	
Other Persons	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1	
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Total	1	4	7	15	21	33	276	346	347	336	227	101	36	47	—	4	3	1	1,926	
Grand Total	17	85	204	296	366	338	3,961	4,340	2,457	2,920	2,194	1,724	1,221	691	296	107	33	12	32,373	

TABLE 9.

SEAMEN BORN IN IRELAND.

TABLE showing the AGES and RATINGS of SEAMEN BORN IN IRELAND employed on the 31st March, 1901, on SEA-GOING VESSELS (except Yachts) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Rating.	Age.																		Total.
	Under 15	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and upwards.	Not Stated.	
SEAMEN on VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only (Trading Vessels).																			
Masters	—	—	—	—	—	—	10	48	80	121	120	116	112	59	50	18	6	2	731
Mates	—	—	—	—	—	2	111	220	161	166	137	79	67	38	18	—	1	2	1,007
Boatswains	—	—	—	—	—	1	8	46	86	62	49	37	17	11	1	1	—	1	204
Carpenters	—	—	—	—	—	1	19	37	21	24	15	13	9	9	—	1	—	—	149
Sailmakers	—	—	—	—	—	—	1	1	4	1	3	6	4	1	1	2	—	—	24
Quartermasters	—	—	—	—	—	1	11	27	16	26	18	11	10	4	1	—	—	—	123
Lamptrimmers	—	—	—	—	—	—	9	6	11	12	7	6	6	3	—	—	—	—	62
Other Petty Officers	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	1
Able Seamen	—	—	—	5	15	53	330	350	559	449	314	293	186	66	18	4	1	2	3,035
Sailors undefined	—	2	—	—	4	10	40	56	65	46	111	46	11	24	12	5	2	—	407
Ordinary Seamen	5	7	23	32	64	111	141	21	14	3	6	—	1	—	—	—	—	1	298
Apprentices	1	3	14	25	52	24	37	—	—	—	—	—	—	—	—	—	—	—	111
Boys	6	12	16	21	11	11	13	6	—	—	1	—	—	—	—	—	—	—	111
Engineers	—	—	—	—	—	2	121	107	107	107	73	50	11	14	6	1	—	—	663
Firemen or Firemen and Trimmers	—	—	2	1	5	9	368	565	543	432	268	217	106	32	25	2	2	1	2,580
Trimmers	—	—	1	—	6	10	158	68	43	14	7	2	1	—	1	—	—	—	111
Donkeymen	—	—	1	—	—	—	8	33	11	51	45	34	11	2	3	2	—	—	242
Oilers and Greasers	—	—	—	—	—	2	8	19	29	37	46	34	13	8	2	—	—	—	197
Other Persons in Engineers' Department	—	—	—	—	1	—	7	15	11	13	18	14	14	7	3	—	—	—	111
Surgeons	—	—	—	—	—	—	2	14	10	17	1	6	4	4	—	—	—	—	58
Purser, &c.	—	—	—	—	—	—	8	6	8	6	2	3	2	5	1	1	—	—	11
Stewards, &c.	5	15	23	29	46	66	254	111	90	88	73	63	37	19	11	5	—	1	906
Stewardesses, &c.	—	—	—	—	—	—	16	13	17	10	9	8	4	4	2	1	—	—	63
Cattlemen	—	—	—	—	—	7	29	30	31	34	13	6	0	1	1	—	—	1	162
Pilots	—	—	1	—	—	—	4	—	4	8	5	11	11	1	2	1	—	—	45
Other Persons	—	—	—	—	—	—	5	9	11	12	7	3	6	1	1	—	—	—	55
Total	17	30	80	113	181	111	2,227	2,380	1,976	1,719	1,300	1,046	696	315	180	42	12	19	12,500
SEAMEN on VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894 (Fishing Vessels).																			
Skippers	—	—	—	—	—	—	3	16	14	19	17	13	22	6	3	1	—	—	116
Second Hands	—	—	—	—	—	1	4	3	10	2	5	1	6	2	2	—	—	—	37
Boatswains	—	—	—	—	—	—	—	3	2	1	1	—	—	—	—	—	—	—	6
Fishermen	—	—	—	—	11	13	129	137	76	39	49	22	21	10	9	1	2	—	481
Apprentices	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Boys	1	7	11	20	4	1	2	1	1	—	—	—	—	—	—	—	—	—	56
Engineers	—	—	—	—	—	1	6	4	4	1	9	3	—	—	—	—	—	—	28
Firemen	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1
Trimmers	—	—	—	—	1	2	5	6	—	2	—	—	—	—	1	—	—	—	16
Stewards and Cooks	—	1	4	—	1	3	5	9	6	1	3	—	1	1	—	—	—	—	34
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	9	6	15	29	19	21	145	111	111	60	76	111	63	19	15	2	2	—	783
Grand Total	26	47	95	111	200	264	2,372	2,559	2,089	1,779	1,375	1,057	759	334	175	44	14	19	13,283

TABLE 10.

SEAMEN BORN IN THE CHANNEL ISLANDS.

TABLE showing the AGES and RATINGS of SEAMEN BORN in the CHANNEL ISLANDS, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Rating.	Age.																			Total.
	Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and upwards	Not stated.		
SEAMEN on VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only (Trading Vessels).																				
Masters	—	—	—	—	—	—	—	8	10	21	26	31	23	14	3	1	1	—	137	
Mates	—	—	—	—	1	—	18	25	19	30	26	15	16	3	6	2	—	—	187	
Boatswains	—	—	—	—	—	—	8	4	5	7	8	3	3	2	1	—	—	—	36	
Carpenters	—	—	—	—	—	—	—	—	3	2	7	4	1	2	1	1	—	—	21	
Sailmakers	—	—	—	—	—	—	—	—	2	1	2	1	1	—	—	—	—	—	9	
Quarter-masters	—	—	—	—	—	—	2	1	2	—	2	2	—	—	1	—	—	—	10	
Lamptrimmers	—	—	—	—	—	—	1	1	1	—	3	2	—	1	—	—	—	—	9	
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	1	
Able Seamen	—	—	—	1	1	3	76	73	48	64	40	42	19	20	—	—	—	—	376	
Sailors undefined	—	—	—	1	—	—	2	3	4	1	4	4	1	1	—	1	—	—	22	
Ordinary Seamen	—	—	3	11	12	18	27	7	4	—	—	—	—	—	—	—	—	—	62	
Apprentices	—	3	1	4	3	1	1	—	—	—	—	—	—	—	—	—	—	—	13	
Boys	1	2	2	3	2	1	—	1	—	—	—	—	—	—	—	—	—	—	14	
Engineers	—	—	—	—	—	—	4	8	3	1	3	1	—	2	—	—	—	—	31	
Firemen, or Firemen and Trimmers	—	—	—	—	—	—	4	7	11	6	4	2	1	—	—	—	—	—	36	
Trimmers	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	—	—	—	2	
Donkeymen	—	—	—	—	—	—	—	1	1	3	1	1	1	1	—	—	—	—	9	
Oilmen and Greasers	—	—	—	—	—	—	—	—	1	1	1	1	1	—	—	—	—	—	5	
Other Persons in Engineers' Department	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Purcers, &c.	—	—	—	—	—	—	1	2	—	—	—	—	—	1	—	—	—	—	4	
Stewards, &c.	2	2	7	14	10	11	29	27	21	15	11	19	3	3	3	—	—	—	171	
Stewardesses, &c.	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	—	2	
Cattlemen	—	—	—	—	—	—	—	1	1	2	—	—	—	1	—	—	—	—	5	
Pilots	—	—	—	—	—	—	—	1	1	1	1	—	1	—	—	—	—	—	11	
Other Persons	—	—	—	—	—	—	3	1	—	—	—	—	—	—	—	—	—	—	4	
Total	6	7	13	24	26	26	173	169	187	165	144	126	71	41	12	6	1	—	1,152	
SEAMEN on VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894 (Fishing Vessels).																				
Skippers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Second Hands	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	1	
Boatswains	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	1	
Fishermen	—	—	—	—	1	—	—	1	—	—	—	1	—	—	—	—	—	—	3	
Apprentices	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1	
Boys	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Engineers	—	—	—	—	—	—	—	—	2	—	1	—	—	1	—	—	—	—	4	
Firemen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Trimmers	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1	
Stewards and Cooks	—	—	—	—	—	—	1	—	1	1	2	2	—	—	—	—	—	—	7	
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Total	—	—	—	—	1	1	1	2	2	1	4	1	—	1	—	—	—	—	18	
Grand Total	6	7	13	24	26	27	174	171	190	166	148	132	71	42	13	6	1	—	1,169	

TABLE 11.

SEAMEN BORN IN THE ISLE OF MAN.

TABLE showing the AGES and RATINGS of SEAMEN BORN IN THE ISLE OF MAN employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Rating.	Age.																	70 and upwards.	Not stated.	Total.
	Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-					
SEAMEN ON VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only (TRADING VESSELS).																				
Masters	—	—	—	—	—	—	1	2	6	11	9	17	9	4	3	2	—	—	—	66
Mates	—	—	—	—	—	—	7	10	20	13	16	14	6	2	3	—	—	—	—	91
Boatswains	—	—	—	—	—	—	3	—	6	9	1	2	—	1	—	—	—	—	—	11
Carpenters	—	—	—	—	—	—	1	1	2	5	1	1	1	—	—	1	—	—	—	11
Sailmakers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Quartermasters	—	—	—	—	—	—	1	1	1	1	1	2	1	1	—	—	—	—	—	9
Lamptrimmers	—	—	—	—	—	—	—	—	3	2	1	1	—	1	—	—	—	—	—	8
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Able Seamen	—	—	—	2	2	4	73	81	66	43	42	22	11	2	3	—	—	—	—	308
Sailors Undefined	—	—	—	—	—	—	4	3	4	4	1	—	2	2	2	1	—	—	—	23
Ordinary Seamen	—	—	1	2	9	—	1	1	—	1	—	—	—	1	—	—	—	—	—	16
Apprentices	1	—	2	1	—	1	2	—	—	—	—	—	—	—	—	—	—	—	—	7
Boys.. ..	—	1	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Engineers	—	—	—	—	—	—	10	9	14	9	7	6	4	—	1	—	—	—	—	66
Firemen or Firemen and Trimmers	—	—	—	—	1	1	5	9	12	15	6	11	2	1	2	2	—	—	—	63
Trimmers	—	—	—	—	—	—	1	—	—	1	—	—	—	—	—	—	—	—	—	3
Donkeymen	—	—	—	—	—	—	—	—	3	1	1	1	—	—	—	—	—	—	—	6
Oilmen and Greasers	—	—	—	—	—	—	—	1	1	—	1	2	—	—	1	—	—	—	—	6
Other Persons in Engineers' Department	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	1
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pursers, &c.	—	—	—	—	1	—	—	2	3	—	—	—	—	—	—	—	—	—	—	6
Stewards, &c.	—	—	3	5	11	—	16	11	11	13	4	4	7	1	1	—	—	—	—	36
Stewardesses, &c.	—	—	—	—	—	—	—	—	—	—	1	1	1	—	—	—	—	—	—	4
Cattlemen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilots	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Persons	—	—	—	—	—	—	—	2	—	—	—	—	1	—	—	—	—	—	—	3
Total	1	1	6	10	17	7	126	111	151	133	92	81	48	16	15	6	—	—	—	661
SEAMEN ON VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894 (FISHING VESSELS).																				
Shippers	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	2
Second Hands	—	—	—	—	—	—	—	2	—	1	1	—	—	—	—	—	—	—	—	4
Boatswains	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1
Fishermen.. ..	—	—	—	—	—	—	3	4	3	2	1	—	—	—	—	—	—	—	—	13
Apprentices	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Boys.. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Engineers	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1
Firemen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Trimmers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stewards and Cooks	—	—	—	1	—	—	—	1	—	—	—	1	—	—	—	—	—	—	—	3
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Not stated.. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	1	—	—	3	7	4	4	3	2	—	—	—	—	—	—	—	24
Grand Total	1	1	6	11	17	7	129	118	155	137	95	83	48	16	15	6	—	—	—	675

TABLE 12.

BRITISH SEAMEN.—(NATIONALITY NOT OTHERWISE DEFINED.)

TABLE showing the AGES and RATINGS of SEAMEN who were reported as BRITISH, but whose Nationality was not otherwise defined, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Rating.	Age.																	70 and upwards.	Not stated.	Total.
	Under 15	15-	16-	17-	18-	19-	20-	21-	22-	23-	24-	25-	26-	27-	28-	29-				
SEAMEN ON VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only. (TRADING VESSELS.)																				
Masters	—	—	—	—	—	—	—	2	18	21	23	20	17	14	6	1	—	21	141	
Mates	—	—	—	1	—	—	17	31	37	11	15	8	12	4	—	—	—	20	156	
Boatswains	—	—	—	—	—	—	4	1	1	—	—	—	1	1	—	—	—	3	10	
Carpenters	—	—	—	—	—	—	—	1	5	7	1	3	—	1	—	—	—	—	13	
Sailmakers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Quartermasters	—	—	—	—	—	—	—	1	2	3	1	3	1	—	—	—	—	—	11	
Lamptimmers	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	1	
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Able Seamen	—	—	—	—	—	5	26	22	24	11	19	22	10	2	—	2	—	15	167	
Sailors Undefined	—	—	—	—	—	—	2	1	—	—	—	2	—	1	—	—	—	1	7	
Ordinary Seamen	—	—	2	7	2	6	10	4	1	—	—	—	—	—	—	—	—	—	32	
Apprentices	1	—	1	3	2	4	2	—	—	—	—	—	—	—	—	—	—	—	13	
Boys	—	1	1	2	2	1	1	—	—	1	—	—	—	—	—	—	—	—	9	
Engineers	—	—	—	—	—	1	15	26	32	14	13	10	2	2	—	—	—	8	124	
Firemen or Firemen and Timmers	—	—	—	1	1	2	20	19	16	13	5	7	2	2	—	—	—	10	97	
Trimmmers	—	—	—	—	1	2	1	—	1	—	—	—	—	—	—	—	—	—	6	
Donkeymen	—	—	—	—	—	—	—	—	1	2	—	1	—	—	—	—	—	—	4	
Oilmen and Greasers	—	—	—	—	—	—	—	—	—	2	—	1	—	—	—	—	—	—	3	
Persons in Engineers' Department	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1	
Surgeons	—	—	—	—	—	—	—	1	—	2	1	—	—	—	—	—	—	—	4	
Purser, &c.	—	—	—	1	—	—	6	1	2	1	—	—	1	—	—	—	—	—	16	
Stewards, &c.	1	3	6	4	3	1	15	19	12	9	7	6	5	1	1	—	—	8	101	
Stewardesses, &c.	—	—	—	—	—	—	—	1	3	2	2	1	2	—	1	1	—	—	12	
Cattlemen	—	—	—	—	—	—	2	2	1	—	1	—	—	—	—	—	—	—	6	
Pilots	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	
Other Persons	—	—	—	—	—	—	—	3	1	—	1	1	—	—	—	—	—	—	6	
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,015	1,011	
Total	2	4	10	19	12	22	123	126	155	105	89	89	53	11	8	1	—	2,101	2,971	
SEAMEN ON VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894. (FISHING VESSELS.)																				
Skippers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	
Second Hands	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	
Boatswains	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Fishermen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6	
Apprentices	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Boys	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Engineers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	
Firemen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	
Trimmmers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stewards and Cooks	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12	12	
Grand Total	2	4	10	19	12	22	123	126	155	105	89	89	53	20	8	4	—	2,114	2,984	

TABLE 13

SEAMEN BORN IN THE COLONIES.

TABLE showing the AGES and RATINGS of SEAMEN, exclusive of Lascars, born in the COLONIES employed on the 31st March 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Rating.	Age																			Total.
	Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and upwards.	Not stated.		
SEAMEN on VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only (TRADING VESSELS).																				
Masters	—	—	—	—	—	—	1	2	10	37	48	33	28	12	5	2	—	1	169	
Mates	—	—	—	—	—	4	57	96	97	67	44	19	30	8	—	—	—	—	413	
Boatswains	—	—	—	—	—	—	7	17	13	17	26	8	11	2	—	—	1	—	102	
Carpenters	—	—	—	—	—	—	3	15	14	13	11	10	9	4	—	—	—	—	77	
Sailmakers	—	—	—	—	—	—	1	—	2	—	4	3	1	1	—	—	—	—	12	
Quartermasters	—	—	—	—	—	—	6	8	5	5	9	2	3	—	—	—	—	—	38	
Lamptrimmers	—	—	—	—	—	—	1	1	1	6	9	2	—	1	1	—	—	—	37	
Other Petty Officers	—	—	—	—	—	—	1	1	2	1	—	1	—	—	—	—	—	—	6	
Able-Seamen	1	—	—	3	10	26	478	535	232	310	121	99	48	22	4	3	1	5	1,856	
Sailors Undefined	—	—	—	—	—	1	13	2	2	3	1	—	1	—	—	—	—	—	23	
Ordinary Seamen	—	7	15	86	87	68	145	26	7	2	2	1	1	—	—	—	—	1	353	
Apprentices	—	1	10	14	20	17	26	—	—	—	—	—	—	—	—	—	—	2	90	
Boys	5	9	7	13	6	4	11	1	1	—	—	—	—	—	—	—	—	—	57	
Engineers	—	—	—	—	1	—	77	77	32	23	16	5	2	2	1	—	—	—	238	
Firemen or Firemen and Trimmers	—	—	1	—	3	11	121	238	159	98	21	28	10	—	—	—	—	—	742	
Trimmers	—	—	—	—	4	14	84	71	21	10	5	1	—	—	—	—	—	—	213	
Donkeymen	—	—	—	—	1	—	10	23	12	15	9	8	1	—	—	—	—	—	79	
Oilers and Greasers	—	—	—	—	—	—	7	12	4	7	2	—	1	—	—	—	—	—	33	
Other Persons in Engineers' Department	—	—	—	1	—	—	2	4	1	—	3	—	—	—	—	—	—	—	11	
Surgeons	—	—	—	—	—	—	5	13	9	4	2	3	1	—	—	—	—	—	37	
Purser, &c.	—	—	—	—	4	1	12	14	11	8	4	—	1	2	—	—	—	—	60	
Stewards, &c.	2	8	18	23	49	57	315	230	147	110	121	84	55	11	10	—	—	1	1,203	
Stewardesses, &c.	—	—	—	—	—	1	2	3	7	6	1	1	1	—	—	—	—	—	26	
Catlamen	—	—	—	3	19	9	69	35	23	21	10	3	2	—	1	—	—	—	111	
Pilots	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	1	
Other Persons	—	—	—	—	1	2	11	9	12	3	3	1	1	—	—	—	—	—	44	
Total	8	25	49	93	172	212	1,504	1,200	621	655	464	309	195	81	32	5	2	8	5,293	
SEAMEN on VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894 (FISHING VESSELS).																				
Skippers	—	—	—	—	—	—	2	2	—	—	—	—	—	—	—	—	—	—	4	
Second Hands	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Boatswains	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	1	
Fishermen	—	—	—	—	1	1	3	3	2	2	1	1	1	—	—	—	—	—	15	
Apprentices	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Boys	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Engineers	—	—	—	—	—	—	—	3	1	2	1	1	1	1	—	—	—	—	10	
Firemen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Trimmers	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	—	—	2	
Stewards and Cooks	—	—	—	1	—	1	6	2	4	4	2	2	1	1	3	—	—	—	25	
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Total	—	—	—	1	1	2	8	12	9	9	4	4	3	2	2	—	—	—	67	
Grand Total	8	25	49	93	173	214	1,512	1,201	621	664	468	313	196	83	34	5	2	8	5,360	

TABLE 14.

SEAMEN BORN IN FOREIGN COUNTRIES.

TABLE showing the AGES and RATINGS of SEAMEN BORN IN FOREIGN COUNTRIES, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Rating.	Age.																			Total.
	Under 15-	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and upwards.	Not stated.		
SEAMEN on VESSELS registered under Part I of the Merchant Shipping Act, 1894, only (Trading Vessels).																				
Masters	—	—	—	—	—	—	1	6	14	21	31	23	17	11	6	—	—	1	131	
Mates	—	—	—	—	—	1	11	63	57	70	66	37	36	13	7	2	—	1	380	
Boatswains	—	—	—	—	—	—	36	117	199	190	149	88	39	18	1	2	—	6	111	
Carpenters	—	—	—	—	1	1	114	353	386	234	194	199	110	60	12	2	—	3	1,568	
Sailmakers	—	—	—	—	—	—	7	14	23	31	39	40	32	19	9	1	1	—	217	
Quartermasters	—	—	—	—	—	—	36	63	60	—	27	12	8	5	3	—	—	—	263	
Lamptrimmers	—	—	—	—	1	—	21	56	45	46	37	30	16	9	4	—	1	2	270	
Other Petty Officers	—	—	—	—	—	—	1	1	1	1	3	4	1	2	—	—	—	1	15	
Able Seamen	—	1	5	33	127	377	4,371	3,320	1,711	1,494	998	727	354	117	94	10	1	146	14,010	
Sailors Undefined	—	—	1	1	2	2	10	21	8	6	3	5	3	—	—	—	—	—	67	
Ordinary Seamen	8	17	40	110	202	193	553	51	19	9	5	3	—	—	—	1	—	5	1,016	
Apprentices	—	2	13	17	11	15	10	—	—	—	—	—	—	—	—	—	—	—	68	
Boys	7	16	14	21	20	9	15	6	—	1	1	—	—	—	—	—	—	14	126	
Engineers	—	—	—	—	3	3	54	68	55	37	34	27	13	3	1	—	—	1	299	
Firemen or Firemen and Trimmers.	—	—	—	5	15	73	1,759	2,009	1,411	837	435	225	86	26	8	—	2	97	6,965	
Trimmers	—	1	1	6	11	24	180	187	70	26	15	12	3	—	—	—	—	29	635	
Donkeymen	—	—	—	—	—	1	73	231	220	168	94	37	30	4	—	1	—	13	882	
Oilmen and Greasers	—	—	—	—	—	1	48	64	70	33	12	13	2	2	—	—	—	6	260	
Other Persons in Engineers' Department.	—	—	—	1	—	1	6	18	8	7	5	5	—	1	—	—	—	7	59	
Surgeons	—	—	—	—	—	1	6	13	5	3	4	—	2	1	—	1	1	—	39	
Pursers, &c.	—	—	—	1	1	—	15	19	21	17	13	9	2	—	—	1	—	10	110	
Stewards, &c.	6	11	11	11	100	106	603	674	411	314	291	217	154	63	28	5	1	137	3,149	
Stewardesses, &c.	—	—	—	—	—	1	3	8	5	8	5	5	4	1	—	—	—	—	40	
Cattlemen	—	—	—	3	16	11	288	164	186	185	110	46	20	8	4	1	—	1	1,002	
Pilots	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other Persons	—	—	—	—	—	2	46	41	39	32	12	14	10	1	1	—	—	20	226	
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111	
Total	21	54	123	271	539	634	8,080	7,431	5,170	3,648	2,578	1,793	924	386	120	27	1	638	32,614	
SEAMEN on VESSELS registered under both Parts I and IV. of the Merchant Shipping Act, 1894 (Fishing Vessels).																				
Skippers	—	—	—	—	—	—	1	3	14	14	8	5	1	1	—	—	—	—	47	
Second Hands	—	—	—	—	—	—	2	4	7	8	7	4	1	1	—	—	—	—	34	
Boatswains	—	—	—	—	—	—	2	9	6	7	—	—	—	—	1	—	—	—	26	
Fishermen	—	—	—	—	11	11	96	46	31	19	14	5	2	—	1	—	—	1	246	
Apprentices	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Boys	—	—	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	
Engineers	—	—	—	—	—	2	11	17	31	16	21	10	4	—	—	—	—	—	114	
Firemen	—	—	—	—	—	—	2	3	1	3	—	—	—	—	—	—	—	—	8	
Trimmers	—	—	—	—	4	10	20	8	5	1	—	3	1	—	—	—	—	—	52	
Stewards and Cooks	—	—	—	—	1	4	20	21	12	10	10	11	3	—	—	—	—	—	104	
Other Persons	—	—	—	—	—	—	1	—	—	1	—	—	—	—	—	—	—	—	2	
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Total	—	—	1	11	16	34	155	112	96	81	63	39	11	5	2	—	—	1	629	
GRAND TOTAL	21	54	124	275	555	668	8,235	7,543	5,266	3,729	2,640	1,832	944	371	122	27	1	639	33,242	

TABLE 15.

SEAMEN BORN AT SEA, OR WHOSE BIRTHPLACES WERE NOT STATED.

TABLE showing the AGES and RATINGS of SEAMEN BORN AT SEA, or whose Birthplaces were NOT STATED, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands.

Rating.	Age.																		Total.
	Under 15	15-	16-	17-	18-	19-	20-	21-	22-	23-	24-	25-	26-	27-	28-	29-	30 and upwards.	Not stated.	
SEAMEN on VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only. (Trading Vessels.)																			
Masters	—	—	—	—	—	—	1	1	1	2	2	—	—	—	—	—	—	4	11
Mates	—	—	—	—	—	1	10	11	7	2	1	—	2	—	—	—	—	2	36
Boatswains	—	—	—	—	—	—	1	—	—	—	1	1	—	—	—	—	—	1	4
Carpenters	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	1
Sailmakers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Quarter-masters ..	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1
Lamp-trimmers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Petty Officers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Able Seamen	—	—	—	—	—	—	2	4	2	1	2	1	1	—	—	—	—	26	42
Sailors undefined ..	—	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Ordinary Seamen ..	—	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	2
Apprentices	—	—	2	2	2	—	2	—	—	—	—	—	—	—	—	—	—	—	8
Boys	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Engineers	—	—	—	—	—	—	1	5	—	2	3	—	—	—	—	—	—	2	14
Firemen or Firemen and Trimmers ..	—	—	—	—	—	—	—	2	2	2	1	2	—	1	—	—	—	17	26
Trimmers	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1
Donkeymen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	2
Oilmen and Greasers ..	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	1
Other Persons in Engineers' Department ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Purser, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stewards, &c.	—	—	1	1	—	1	6	1	1	4	2	2	—	1	1	—	—	7	31
Stewardesses, &c. ..	1	—	—	—	—	—	1	1	—	1	—	—	—	—	—	—	—	—	4
Cattlemen	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	—	—	2
Pilot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	216	216
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1	—	3	7	1	3	26	24	16	14	12	10	6	1	1	2	—	261	496
SEAMEN on VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894. (Fishing Vessels.)																			
Skippers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Second Hands	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Boatswains	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fishermen	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	1	2
Apprentices	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	4
Boys	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Engineers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Firemen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Trimmers	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	1
Stewards and Cooks ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	1	—	—	—	1	—	—	1	—	—	—	—	—	—	—	5	8
Grand Total ..	1	—	4	7	1	3	26	24	16	15	12	10	6	1	1	2	—	266	510

TABLE 16.

BRITISH SEAMEN.

SUMMARY OF TABLES 7 TO 13.

TABLE showing the AGES and RATINGS of SEAMEN BORN in the BRITISH ISLANDS or in the COLONIES, employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in the BRITISH ISLANDS.

Rating.	Age.																	70 and upwards.	Not stated.	Total.
	Under 15	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-				
SEAMEN on VESSELS registered under Part I. of the Merchant Shipping Act, 1894, only (Trading Vessels).																				
Masters	—	—	—	—	1	2	191	393	1,177	1,549	1,777	1,693	1,323	1,000	495	181	78	—	—	9,765
Mates	—	—	2	7	15	58	2,334	3,077	1,000	1,000	818	—	339	161	35	18	—	—	—	12,728
Boatswains	—	—	—	—	1	2	1	290	375	399	323	247	155	72	29	6	2	—	—	2,086
Carpenters	—	—	—	—	—	3	226	291	239	259	217	178	140	71	36	6	5	—	—	1,671
Sailmakers	—	—	—	—	—	1	34	57	42	34	33	48	45	21	13	4	—	—	—	317
Quartermasters	—	—	—	—	—	4	148	191	125	134	111	83	64	29	8	1	—	—	—	899
Lamptrimmers	—	—	—	—	1	3	50	72	73	79	85	63	47	34	10	—	—	—	—	504
Other Petty Officers	—	—	—	—	—	—	3	9	6	10	4	6	5	1	—	—	—	—	—	43
Able Seamen	1	1	11	43	203	457	5,548	1,000	1,000	1,501	1,914	1,594	985	457	180	—	16	39	—	21,335
Sailors undefined	6	30	42	70	190	209	930	—	100	264	—	311	318	124	93	42	16	11	—	3,730
Ordinary Seamen	44	95	267	495	—	640	1,058	175	74	—	25	10	10	5	4	2	1	5	—	3,597
Apprentices	27	152	422	582	639	—	552	—	—	—	—	—	—	—	—	—	—	—	—	2,899
Boys	76	233	355	—	136	65	65	12	2	1	—	—	—	—	—	—	—	—	—	1,257
Engineers	—	2	—	1	2	19	2,059	3,366	2,379	1,542	1,396	937	—	282	122	—	10	12	—	13,511
Firemen or Firemen and Trimmers	—	—	12	12	69	157	2,712	3,804	3,178	2,371	1,352	—	440	176	75	—	5	—	—	15,252
Trimmers	—	1	2	11	—	—	1,305	666	212	93	52	—	—	2	1	1	—	—	—	2,567
Donkeymen	—	—	2	1	4	7	89	238	249	329	272	171	106	29	—	5	2	—	—	1,614
Oilmen and Greasers	—	—	—	—	1	—	—	225	225	216	—	—	46	21	4	—	—	—	—	1,069
Other Persons in Engineers' Department	—	2	1	1	2	3	51	105	115	99	70	44	37	18	6	—	1	—	—	555
Surgeons	—	—	—	—	—	—	22	87	77	64	36	19	12	—	1	2	—	—	—	328
Purser, &c.	4	2	5	6	9	20	169	161	150	85	—	34	—	17	5	—	—	—	—	726
Stewards, &c.	84	212	525	709	963	990	—	3,362	2,261	1,771	1,161	926	624	320	122	—	6	—	—	18,744
Stewardesses, &c.	3	—	1	—	—	5	65	102	154	148	121	94	—	29	7	3	—	—	—	794
Cattlemen	—	—	—	8	34	37	331	—	125	125	67	27	25	7	4	—	—	—	—	977
Pilots	—	—	1	5	—	1	7	19	19	30	30	53	35	26	14	11	2	—	—	251
Other Persons	—	1	4	10	8	20	160	183	—	108	100	67	38	10	6	2	3	—	—	853
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,015
Total	245	761	1,671	2,370	3,094	3,391	23,471	32,053	17,452	11,177	10,537	8,273	5,969	2,956	1,116	461	106	2,201	—	120,004
SEAMEN on VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894 (Fishing Vessels).																				
Skippers	—	—	—	—	—	1	82	336	567	614	478	305	171	77	38	10	—	—	—	2,661
Second Hands	—	—	—	—	1	5	218	451	486	393	313	—	79	51	19	3	—	—	—	2,165
Boatswains	—	—	—	—	2	1	100	124	83	—	27	20	15	—	—	—	—	—	—	422
Fishermen	—	—	—	—	269	348	2,114	1,471	991	724	515	312	305	119	—	—	—	—	—	7,197
Apprentices	7	27	59	71	78	57	85	—	—	—	—	—	—	—	—	—	—	—	—	397
Boys	—	49	171	293	34	16	7	—	2	1	—	—	—	—	—	—	—	—	—	612
Engineers	—	—	—	—	3	12	433	523	—	455	309	305	82	51	11	—	—	—	—	2,577
Firemen	—	—	—	—	15	19	140	109	70	60	29	27	16	3	—	—	1	1	—	497
Trimmers	—	—	—	—	93	75	504	—	56	31	29	7	3	4	2	1	—	—	—	737
Stewards and Cooks	11	33	140	102	56	56	186	320	300	167	160	99	78	53	33	6	—	—	—	1,904
Other Persons	—	—	—	—	—	—	1	1	1	—	1	1	—	—	1	—	—	—	—	7
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	49	109	376	466	573	562	—	3,369	2,934	2,485	1,566	1,109	637	364	171	44	17	—	—	18,966
Grand Total	294	870	2,047	2,736	3,597	3,953	27,150	35,422	20,386	13,481	12,093	9,382	—	3,320	1,586	505	123	—	—	138,970

TABLE 17.

SEAMEN BORN IN THE BRITISH ISLANDS.

SUMMARY OF TABLES 18 TO 20.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS* and employed on the 31st of March, 1901, on SEA-GOING VESSELS (except YACHTS and FISHING VESSELS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

Rating.	Age.																			70 and upwards.	Not stated.	Total.
	Under 15.	15-16	16-17	17-18	18-19	19-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65							
On SAILING VESSELS.																						
Masters	—	—	—	—	1	178	456	—	607	680	688	836	470	—	—	—	10	4,886				
Mates	—	—	1	4	6	26	816	—	348	238	300	311	145	62	57	12	4	2,788				
Boatswains ..	—	—	—	—	—	1	35	48	35	—	38	20	20	6	4	—	1	263				
Carpenters ..	—	—	—	—	—	1	50	57	20	19	—	27	23	15	7	2	1	263				
Sailmakers ..	—	—	—	—	—	1	32	33	37	53	—	42	40	22	13	1	—	286				
Quartermasters ..	—	—	—	—	—	—	—	1	—	—	1	2	—	—	—	1	—	5				
Lamptrimmers ..	—	—	—	—	—	—	3	—	—	—	—	1	—	—	—	—	—	4				
Other Petty Officers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Able Seamen ..	—	1	4	31	80	164	1,701	1,850	—	521	478	428	241	118	—	19	7	5,829				
Sailors Undefined ..	4	27	35	50	160	180	740	396	287	171	140	126	141	85	—	—	—	2,854				
Ordinary Seamen ..	26	34	126	217	296	359	605	103	63	13	16	4	6	5	—	2	1	1,800				
Apprentices ..	14	106	287	438	471	381	—	4	—	—	—	—	—	—	—	—	—	2,143				
Boys	36	80	103	116	54	28	26	7	1	—	—	—	—	—	—	—	—	440				
Engineers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Firemen or Firemen and Trimmers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Trimmers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Donkeymen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Oilmen and Greasers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Other Persons in Engineers' Department ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Surgeons	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	2				
Purser, &c. ..	—	—	—	—	—	4	3	3	3	—	—	—	—	1	—	—	—	14				
Stewards, &c. ..	22	40	112	121	149	137	267	164	87	117	88	111	100	67	37	13	3	1,694				
Stewardesses, &c. ..	—	—	—	—	—	3	5	4	1	—	—	—	—	—	—	—	—	17				
Cattlemen	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	1				
Pilots	—	—	—	—	—	3	12	9	19	18	36	20	17	15	7	2	—	106				
Other Persons ..	—	—	1	1	2	1	3	8	2	8	5	2	5	—	—	—	—	38				
Total	102	285	675	977	1,955	4,906	2,863	2,190	1,855	1,728	1,703	1,382	808	558	310	93	47	23,084				
On STEAM VESSELS.																						
Masters	—	—	—	—	1	12	163	530	831	—	841	842	—	184	65	10	10	4,750				
Mates	—	—	1	2	9	26	1,544	2,332	2,046	1,300	840	580	453	225	124	23	12	9,374				
Boatswains ..	—	—	—	—	1	2	86	224	526	356	269	210	123	—	25	3	1	1,601				
Carpenters ..	—	—	—	—	2	173	220	—	220	176	136	103	51	20	6	4	—	1,111				
Sailmakers ..	—	—	—	—	—	1	4	3	1	2	3	4	1	—	—	—	—	19				
Quartermasters ..	—	—	—	—	4	142	174	—	120	100	75	60	26	8	—	1	—	386				
Lamptrimmers ..	—	—	—	—	1	3	48	96	64	73	76	57	47	28	6	—	—	—				
Other Petty Officers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Able Seamen ..	—	—	7	19	197	268	3,363	2,787	2,048	1,705	1,288	1,157	688	315	116	23	3	13,990				
Sailors Undefined ..	2	3	7	11	80	—	175	186	149	110	110	88	76	28	17	6	—	1,080				
Ordinary Seamen ..	10	54	144	266	264	260	—	42	13	6	7	5	1	—	2	—	—	1,343				
Apprentices ..	13	46	124	137	186	100	35	2	—	—	—	—	—	—	—	—	2	—				
Boys	85	154	244	180	74	32	27	—	—	—	—	—	—	—	—	—	—	781				
Engineers	—	2	—	1	1	18	2,374	3,263	2,315	1,606	1,300	912	686	294	121	40	10	12,130				
Firemen or Firemen and Trimmers ..	—	—	11	11	45	123	2,527	3,557	3,003	2,361	1,904	843	428	174	75	21	6	14,413				
Trimmers	—	1	2	11	90	175	1,216	492	186	63	47	—	4	2	1	1	—	2,948				
Donkeymen	—	—	1	1	—	1	80	312	330	312	—	166	102	20	19	5	2	1,531				
Oilmen and Greasers ..	—	—	—	—	—	3	100	212	222	200	131	86	45	21	4	—	—	1,033				
Other Persons in Engineers' Department ..	—	2	1	—	2	3	40	100	114	69	67	44	57	18	6	—	1	643				
Surgeons	—	—	—	—	—	—	17	83	67	58	23	16	31	9	1	2	—	285				
Purser, &c. ..	4	2	5	5	4	18	147	141	134	71	—	34	12	18	5	1	—	637				
Stewards, &c. ..	50	182	385	562	762	805	4,083	2,900	2,015	1,407	986	725	484	226	94	30	—	15,917				
Stewardesses, &c. ..	3	—	1	—	—	4	60	93	140	140	112	90	47	20	6	2	—	733				
Cattlemen	—	—	—	5	24	28	260	149	102	104	65	24	23	7	—	—	1	785				
Pilots	—	—	1	3	—	1	4	7	10	—	12	16	6	8	1	4	—	84				
Other Persons ..	—	1	3	—	5	17	—	115	132	80	89	53	23	10	6	2	—	770				
Total	133	447	937	1,182	1,614	1,885	16,920	17,686	14,378	11,111	8,248	6,176	4,049	1,948	830	226	71	68,056				
Total on Sailing and Steam Vessels ..	235	732	1,612	2,169	2,831	3,150	21,834	20,649	16,477	13,240	9,977	7,879	5,421	2,646	1,385	432	111	1,110				

* 234 Seamen on Sailing Vessels and 2,747 on Steam Vessels returned as "British" but with the nationality not otherwise defined, have not been included in this table.

TABLE 18.
SEAMEN BORN IN THE BRITISH ISLANDS.
COASTING TRADE.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS,* and employed on the 31st March, 1901, on COASTING VESSELS (except YACHTS and FISHING VESSELS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

Rating.	Age																			Total.
	Under 15.	15-	16-	17-	18-	19-	20-	21-	22-	23-	24-	25-	26-	27-	28-	29-	30-	35-	40 and upwards.	
On SAILING VESSELS.																				
Masters	—	—	—	—	1	1	105	295	444	404	405	500	484	300	241	110	55	8	3,519	
Mates	—	—	1	2	5	6	155	171	120	110	94	97	85	37	31	8	4	4	900	
Boatswains	—	—	—	—	—	—	5	11	8	6	5	8	2	3	1	—	—	1	50	
Carpenters	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sailmakers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Quartermasters ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lamptrimmers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other Petty Officers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Able Seamen	—	1	3	16	36	66	679	800	344	147	120	107	85	55	41	15	7	4	1,920	
Sailors Undefined ..	4	27	35	50	168	178	730	505	255	171	130	120	100	85	75	35	14	7	2,600	
Ordinary Seamen ..	14	14	62	113	140	138	279	90	41	10	12	4	6	3	2	2	1	—	948	
Apprentices	—	—	12	11	11	10	13	1	—	—	—	—	—	—	—	—	—	—	68	
Boys	18	57	63	97	24	12	10	5	1	—	—	—	—	—	—	—	—	—	242	
Donkeymen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Purser, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stewards, &c. ..	13	35	51	51	100	91	130	40	14	13	13	14	12	12	11	7	3	2	607	
Stewardesses, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cattlemen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Pilots	—	—	—	—	—	—	3	11	9	10	15	35	30	17	13	7	2	—	164	
Other Persons	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	3	
Total	40	113	254	340	480	530	2,000	1,403	1,190	975	805	601	520	502	435	135	85	30	11,407	
On STEAM VESSELS.																				
Masters	—	—	—	—	—	1	10	85	134	221	225	260	190	100	90	11	10	1	1,440	
Mates	—	—	1	1	4	6	98	220	271	247	208	177	155	91	65	9	10	6	1,500	
Boatswains	—	—	—	—	1	1	11	12	22	22	13	23	25	15	5	1	1	—	168	
Carpenters	—	—	—	—	—	1	10	23	13	22	18	21	19	12	8	3	2	—	150	
Sailmakers	—	—	—	—	—	—	1	—	1	—	—	1	—	—	—	—	—	—	4	
Quartermasters ..	—	—	—	—	—	—	1	6	11	10	6	13	13	8	4	—	1	—	85	
Lamptrimmers ..	—	—	—	—	—	1	3	6	10	14	12	15	8	1	3	—	—	—	72	
Other Petty Officers ..	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	1	
Able Seamen	—	—	3	5	25	36	432	440	351	341	280	240	190	115	37	11	3	7	2,545	
Sailors Undefined ..	3	3	7	17	30	27	153	180	135	111	100	70	60	33	14	4	3	2	930	
Ordinary Seamen ..	3	2	12	26	22	22	96	8	—	2	2	4	—	—	—	—	—	—	130	
Apprentices	—	1	3	6	2	1	1	—	—	—	—	—	—	—	—	—	—	—	14	
Boys	13	34	58	65	26	21	15	3	—	—	1	—	—	—	—	—	—	—	237	
Engineers	—	—	—	1	1	6	153	524	511	551	406	297	200	143	55	25	15	1	2,437	
Firemen or Firemen and Trimmers ..	—	—	10	10	40	50	418	531	541	406	297	214	184	37	50	10	5	1	2,671	
Donkeymen	—	—	1	1	—	—	10	13	26	31	37	31	21	10	10	1	2	—	195	
Oilmen and Greasers ..	—	—	—	—	—	2	7	14	6	6	6	7	5	4	3	—	—	—	50	
Other Persons in Engineers' Department ..	—	2	1	—	2	2	11	22	19	26	13	13	14	8	1	—	1	—	142	
Surgeons	—	—	—	—	—	—	—	—	—	3	—	—	—	1	—	—	—	—	3	
Purser, &c.	—	—	—	1	—	—	6	13	9	8	3	1	2	2	—	—	—	—	44	
Stewards, &c. ..	11	11	35	42	57	48	255	238	152	131	110	68	60	30	30	14	2	3	1,300	
Stewardesses, &c. ..	—	—	—	—	—	—	26	25	25	13	19	11	11	8	2	1	—	1	130	
Cattlemen	—	—	—	—	—	—	2	4	8	9	3	3	3	3	1	—	—	—	31	
Pilots	—	—	1	3	—	1	3	6	9	10	10	10	6	3	1	—	—	—	70	
Other Persons	—	—	3	7	3	1	6	8	13	5	6	4	7	4	3	3	3	—	74	
Total	30	56	126	180	230	241	1,700	2,303	2,225	2,000	1,770	1,513	1,200	790	577	141	85	24	14,881	
Total on Sailing and Steam Vessels.	70	174	380	520	710	780	3,700	3,695	3,415	3,088	2,828	2,413	2,055	1,310	813	236	143	54	26,248	

* 81 Seamen on sailing vessels, and 126 Seamen on steam vessels returned as "British," but with the Nationality not otherwise defined, have not been included in this Table.

TABLE 19.

SEAMEN BORN IN THE BRITISH ISLANDS.

HOME TRADE.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS,* and employed on the 31st March, 1901, on HOME TRADE VESSELS (except YACHTS and FISHING and COASTING VESSELS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

Rating.	Age.																		Total
	Under 15.	15-	16-	17-	18-	19-	20-	21-	22-	23-	24-	25-	26-	27-	28-	29-	30 and upwards.	Not stated.	
On SAILING VESSELS.																			
Masters	—	—	—	—	—	—	12	22	43	11	44	87	11	26	18	4	3	2	298
Mates	—	—	—	1	—	2	54	51	44	30	24	23	19	9	9	4	1	—	271
Boatswains	—	—	—	—	—	—	3	1	—	2	1	—	2	—	—	—	—	—	9
Carpenters	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sailmakers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Quartermasters	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lamptrimmers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Able Seamen	—	—	1	4	10	9	97	58	39	30	18	13	8	4	4	—	—	—	294
Sailors undefined	—	—	—	—	2	2	4	1	2	—	1	—	1	—	—	1	—	—	14
Ordinary Seamen	2	5	12	26	30	34	50	3	4	1	—	—	—	—	—	—	—	—	173
Apprentices	—	—	—	—	3	2	2	—	—	—	—	—	—	—	—	—	—	—	7
Boys	3	3	3	6	3	—	1	—	—	—	—	—	—	—	—	—	—	—	18
Donkeymen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parers, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stewards, &c.	6	4	19	19	17	14	39	9	6	7	3	2	1	1	2	1	—	—	141
Stewardesses, &c.	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	1
Cattlemen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilots	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	11	12	34	56	65	66	253	111	138	111	39	71	75	40	28	10	4	3	1,234
On STEAM VESSELS.																			
Masters	—	—	—	—	—	—	2	3	43	77	70	30	68	37	39	6	1	2	111
Mates	—	—	—	—	—	3	23	17	153	111	37	72	63	55	34	3	1	2	739
Boatswains	—	—	—	—	—	—	3	3	17	19	23	16	21	10	4	3	—	—	124
Carpenters	—	—	—	—	—	1	3	9	11	9	12	14	6	5	5	1	1	—	75
Sailmakers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Quartermasters	—	—	—	—	—	—	1	4	3	6	5	7	2	2	—	—	—	—	31
Lamptrimmers	—	—	—	—	—	—	3	2	4	7	9	3	5	5	1	—	—	—	39
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Able Seamen	—	—	2	4	5	30	219	241	232	214	171	146	96	47	19	2	3	1	1,422
Sailors undefined	—	—	—	—	—	—	11	14	10	8	7	9	10	6	1	—	—	1	78
Ordinary Seamen	3	2	5	8	17	12	15	3	2	—	—	—	—	—	1	—	—	—	66
Apprentices	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Boys	5	13	13	22	11	3	1	1	—	—	—	—	—	—	—	—	—	—	74
Engineers	—	—	—	—	—	1	68	164	101	111	146	89	77	35	19	3	—	1	387
Firemen or Firemen and Trimmers	—	—	—	—	6	8	179	279	250	231	156	113	76	26	13	2	—	1	1,347
Trimmers	—	—	1	—	1	2	20	3	4	3	11	2	1	1	—	—	—	—	100
Donkeymen	—	—	—	—	—	—	9	16	24	39	36	11	14	4	3	—	—	—	149
Oilmen and Greasers	—	—	—	—	—	—	—	3	6	3	4	11	2	1	—	—	—	—	28
Other Persons in Engineers Department	—	—	—	—	—	—	1	—	—	2	3	2	—	3	—	—	—	—	11
Surgeons	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	2
Parers, &c.	—	—	1	—	—	—	—	—	2	1	—	—	—	1	—	—	—	—	5
Stewards, &c.	6	13	13	19	24	23	108	108	88	69	59	66	40	37	13	6	1	—	692
Stewardesses, &c.	—	—	—	—	—	—	9	13	14	18	10	11	7	5	1	1	—	—	89
Cattlemen	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1
Pilots	—	—	—	—	—	—	—	1	1	1	1	—	1	—	—	—	—	—	5
Other Persons	—	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	2
Total	14	37	46	54	71	68	677	970	1,001	909	732	647	516	293	123	37	6	9	6,524
Total on Sailing and Steam Vessels.	25	49	80	111	136	134	930	1,118	1,139	1,078	111	111	595	323	111	17	13	11	7,548

* 22 Seamen on sailing vessels and 215 on steam vessels, returned as "British" but with the Nationality not otherwise defined, have not been included in this Table.

TABLE 20.

SEAMEN BORN IN THE BRITISH ISLANDS.

FOREIGN TRADE.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS,* and employed on the 31st March, 1901, on FOREIGN-GOING VESSELS (except YACHTS and FISHING VESSELS) registered under Part I. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

Rating.	Age.																	Total
	Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-	70 and upwards.	
On Sailing Vessels.																		
Masters	—	—	—	—	—	—	1	30	89	123	141	111	107	94	26	6	1	760
Mates	—	—	—	1	1	21	607	396	175	96	92	91	60	46	17	—	1	1,606
Boatswains	—	—	—	—	—	1	27	36	27	38	33	21	11	5	3	—	—	204
Carpenters	—	—	—	—	—	1	50	57	29	19	29	27	28	15	7	2	1	265
Sailmakers	—	—	—	—	—	1	32	33	37	33	29	42	40	22	13	1	—	286
Quartermasters ..	—	—	—	—	—	—	—	1	—	—	1	2	—	—	—	1	—	5
Lamptrimmers ..	—	—	—	—	—	—	3	—	—	—	—	1	—	—	—	—	—	4
Other Petty Officers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Able Seamen	—	—	—	1	32	87	1,025	614	428	344	334	300	147	89	15	3	—	3,398
Sailors Undefined ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ordinary Seamen ..	10	15	111	78	119	159	276	28	8	2	4	—	2	2	—	—	4	751
Apprentices	14	101	275	427	467	363	424	3	—	—	—	—	—	—	—	—	4	2,068
Boys	15	29	39	43	17	16	9	2	—	—	—	—	—	—	—	—	—	110
Engineers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Firemen or Firemen and Trimmers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Trimmers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Donkeymen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oilmen and Greasers ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Persons in Engineers' Department.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Surgeons	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	2
Purser, &c.	—	—	—	—	1	—	4	3	1	3	—	—	—	1	—	—	—	14
Stewards, &c. .. .	3	10	13	21	29	22	99	96	67	92	11	95	87	54	14	6	1	787
Stewardesses, &c. ..	—	—	—	—	—	—	2	5	4	1	3	1	—	—	—	—	—	16
Catlemen	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	1
Pilots	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1
Other Persons	—	—	1	1	2	1	3	6	2	7	6	2	4	—	—	—	—	36
Total	43	165	385	573	666	663	2,562	1,322	871	759	744	724	491	296	95	21	4	10,393
On Steam Vessels.																		
Masters	—	—	—	—	—	—	—	75	354	533	582	1111	375	177	62	18	1	2,692
Mates	—	—	—	1	5	15	1,223	2,006	1,623	990	545	381	217	79	25	6	1	7,096
Boatswains	—	—	—	—	—	1	73	203	287	291	224	162	77	35	16	1	—	1,369
Carpenters	—	—	—	—	—	—	150	189	151	188	146	101	78	34	16	2	1	1,080
Sailmakers	—	—	—	—	—	—	—	1	2	1	1	2	4	1	—	—	—	15
Quartermasters ..	—	—	—	—	—	4	140	162	104	101	89	55	44	16	4	—	—	719
Lamptrimmers ..	—	—	—	—	1	2	11	60	50	53	55	41	34	17	5	—	—	363
Other Petty Officers ..	—	—	—	—	—	—	2	3	4	8	1	1	5	1	—	—	—	36
Able Seamen	—	—	2	10	79	154	2,632	2,100	1,446	1,300	1111	762	364	153	60	9	2	9,235
Sailors Undefined ..	—	—	—	—	—	1	6	12	4	1	3	1	—	—	—	—	—	39
Ordinary Seamen ..	12	50	127	101	255	196	241	81	11	4	5	1	1	—	1	—	—	1,196
Apprentices	12	45	121	121	184	111	11	2	—	—	—	—	—	—	—	—	2	639
Boys	17	107	166	92	37	8	11	—	—	—	—	—	—	—	—	—	—	111
Engineers	—	2	—	—	—	11	2,358	2,775	1,753	1,068	859	526	321	107	47	10	—	9,836
Firemen or Firemen and Trimmers	—	—	1	1	13	65	1,850	2,747	3,212	1,822	1111	510	168	59	12	—	4	10,195
Trimmers	—	1	—	10	39	163	1,168	458	189	68	36	9	2	—	—	—	—	2,173
Donkeymen	—	—	—	—	—	1	61	111	287	255	202	116	67	15	6	1	—	1,168
Oilmen and Greasers ..	—	—	—	—	—	1	93	190	111	196	111	77	38	15	1	—	—	942
Other Persons in Engineers' Department.	—	—	—	—	—	1	37	78	95	69	46	29	23	7	5	—	—	360
Surgeons	—	—	—	—	—	—	17	62	66	55	22	10	11	8	1	3	—	280
Purser, &c.	4	2	4	4	4	11	141	123	123	62	38	39	10	11	5	1	—	593
Stewards, &c. .. .	42	156	382	501	671	734	3,670	2,668	1,775	1,307	817	601	362	150	41	8	—	13,585
Stewardesses, &c. ..	3	—	1	—	—	4	81	67	111	104	83	68	29	15	3	—	—	500
Catlemen	—	—	—	5	24	23	256	144	94	95	52	21	15	4	2	—	1	743
Pilots	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	1
Other Persons	—	1	—	2	2	16	137	157	116	111	83	46	25	6	4	—	—	694
Total	90	364	766	948	1,514	1,561	14,652	14,514	11,058	8,365	5,784	4,017	2,390	913	316	58	5	66,851
Total on Sailing and Steam Vessels.	132	519	1,141	1,520	1,982	2,224	17,114	15,838	11,923	9,134	8,468	4,741	2,781	1,309	411	79	9	77,244

* 121 seamen on sailing vessels and 2,407 seamen on steam vessels returned as "British," but with the nationality not otherwise defined, have not been included in this table.

TABLE 21.

SEAMEN BORN IN THE BRITISH ISLANDS.

FISHING.

TABLE showing the AGES and RATINGS of the SEAMEN who were BORN in the BRITISH ISLANDS,* and employed on the 31st March, 1901, on sea-going FISHING VESSELS registered under both Parts I. and IV. of the Merchant Shipping Act, 1894, in the British Islands; distinguishing Seamen employed upon Sailing Vessels from those employed upon Steam Vessels.

Rating.	Age.																				Total.
	Under 15.	15-	16-	17-	18-	19-	20-	21-	22-	23-	24-	25-	26-	27-	28-	29-	30-	31 and upwards.	Not stated.		
On SAILING VESSELS.																					
Shippers	—	—	—	—	—	1	55	164	241	241	214	141	97	55	31	9	4	1	1,355		
Second Hands	—	—	—	—	—	5	119	141	152	117	110	68	44	35	17	3	—	1	530		
Boatswains	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Fishermen	—	—	—	—	164	179	972	627	358	331	244	152	117	85	54	21	7	1	3,212		
Apprentices	1	9	28	27	36	34	48	—	—	—	—	—	—	—	—	—	—	2	185		
Boys	26	42	100	100	21	14	7	3	2	1	—	1	—	2	—	—	—	2	366		
Stewards and Cooks ..	11	24	126	76	26	18	20	5	6	4	12	10	6	9	4	3	—	2	364		
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Total	40	75	203	203	247	251	1,201	940	751	594	530	370	264	158	107	35	11	9	6,244		
On STEAM VESSELS.																					
Shippers	—	—	—	—	—	—	27	170	324	373	269	164	54	21	6	1	—	1	1,400		
Second Hands	—	—	—	—	1	—	90	290	234	276	263	85	55	18	2	—	—	2	1,324		
Boatswains	—	—	—	—	2	1	100	124	83	57	37	20	15	—	—	—	—	2	427		
Fishermen	—	—	—	—	184	186	1,130	341	681	401	279	159	85	34	10	3	2	3	3,965		
Apprentices	6	18	31	44	43	23	37	—	—	—	—	—	—	—	—	—	—	1	302		
Boys	3	7	62	127	13	2	—	—	—	—	—	—	—	—	—	—	—	—	211		
Engineers	—	—	—	—	3	12	433	520	477	453	308	204	91	50	11	—	3	1	2,545		
Firemen or Firemen and Trimmers ..	—	—	—	—	15	19	149	109	111	60	29	27	15	3	3	—	1	—	494		
Trimmers	—	—	—	—	93	75	364	129	50	31	29	7	3	4	2	1	—	1	735		
Stewards and Cooks ..	—	6	20	25	33	30	161	213	186	149	146	57	71	43	27	3	1	—	1,214		
Other Persons	—	—	—	—	—	—	1	1	1	—	1	1	—	—	1	—	—	—	6		
Total	9	34	113	196	325	359	2,450	2,397	2,184	1,830	1,372	735	370	178	62	3	6	16	12,553		
Total on Sailing and Steam Vessels.	49	109	316	403	572	610	3,651	3,357	2,935	2,474	1,863	1,105	634	336	169	44	17	25	18,796		

* 4 Seamen on sailing fishing vessels and 9 Seamen on steam fishing vessels returned as "British," but with the Nationality not otherwise defined, have not been included in this Table.

TABLE showing the SHAMEN employed on the 31st March, 1901, under AGREEMENTS opened at PORTS
 Agreements opened at Ports within the Home Trade Limits from Agreements opened at Ports outside
 (NOTE.—Lascars under

VOYAGE	Number of Vessels.	Tonnage of Vessels.	Petty Officers.														
			Masters.		Mates.		Boatswains.		Carpenters.		Sail- makers.		Quarter- masters.		Lamp- trimmers.		
			Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	
SAILING VESSELS.																	
Home Trade (Runs to the United Kingdom) ..	8	7,087	6	—	6	—	2	2	1	1	—	—	—	—	—	—	—
Agreements opened within Home Trade Limits for Foreign Voyages and—																	
(a) terminated in the British Islands.. ..	68	116,696	66	2	151	11	24	14	68	50	29	22	—	—	—	—	—
(b) terminated abroad	60	103,976	58	6	125	9	25	12	53	39	26	28	—	—	—	—	—
(c) not reported terminated by May, 1902 ..	25	58,295	23	1	67	4	17	9	27	21	21	15	—	—	—	—	—
Agreements opened outside Home Trade Limits for Foreign Voyages and—																	
(a) terminated in the British Islands.. ..	8	7,187	6	—	12	—	1	1	6	4	4	11	—	—	—	—	—
(b) terminated abroad	25	41,545	23	—	46	1	12	8	19	12	12	7	—	—	—	1	—
(c) not reported terminated by May, 1902 ..	5	4,891	5	—	10	2	1	—	2	2	2	—	—	—	—	—	—
Total	207	237,517	201	9	428	26	82	11	170	129	115	71	—	—	—	1	—
Percentage of Foreign Seamen in each rating	—	—	—	4'5	—	6'2	—	50'0	—	75'9	—	21'7	—	—	—	—	—
STREAM VESSELS.																	
Home Trade (Runs to the United Kingdom) ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Agreements opened within Home Trade Limits for Foreign Voyages and—																	
(a) terminated in the British Islands.. ..	111	172,355	89	1	211	6	64	44	77	64	—	—	11	—	—	9	6
(b) terminated abroad	100	222,835	100	3	239	26	86	67	90	80	—	—	12	12	22	18	—
(c) not reported terminated by May, 1902 ..	9	18,593	9	—	25	—	9	6	19	10	—	—	—	—	—	—	—
Agreements opened outside Home Trade Limits for Foreign Voyages and—																	
(a) terminated in the British Islands.. ..	25	67,319	24	—	68	3	14	7	17	9	—	—	16	9	3	1	—
(b) terminated abroad	66	122,604	63	13	269	41	72	55	75	53	3	—	112	76	15	10	—
(c) not reported terminated by May, 1902 ..	224	356,672	11	—	23	3	12	7	11	8	—	—	17	14	5	3	—
Total	552	961,354	325	17	865	73	227	189	378	224	3	—	187	111	52	26	—
Percentage of Foreign Seamen in each rating	—	—	—	5'1	—	8'2	—	72'4	—	26'6	—	—	—	70'7	—	72'1	—
SAILING AND STREAM VESSELS.																	
Home Trade (Runs to the United Kingdom) ..	8	7,087	6	—	6	—	2	2	1	1	—	—	—	—	—	—	—
Agreements opened within Home Trade Limits for Foreign Voyages and—																	
(a) terminated in the British Islands.. ..	167	299,031	157	3	282	11	86	58	140	114	29	11	4	—	—	9	6
(b) terminated abroad	160	323,511	167	9	424	26	111	79	142	119	26	28	12	12	22	12	—
(c) not reported terminated by May, 1902 ..	44	74,888	42	1	92	4	26	15	37	31	21	16	—	—	—	—	—
Agreements opened outside Home Trade Limits for Foreign Voyages and—																	
(a) terminated in the British Islands.. ..	33	64,506	32	—	81	3	15	8	22	12	4	11	10	9	2	1	—
(b) terminated abroad	121	175,149	119	13	305	48	84	58	94	65	16	7	112	76	16	10	—
(c) not reported terminated by May, 1902 ..	229	361,532	11	—	11	5	12	7	11	10	2	—	17	14	5	3	—
Total	769	1,299,675	526	26	1,212	102	229	227	446	329	119	71	127	111	52	26	—
Percentage of Foreign Seamen in each rating	—	—	—	6'2	—	7'2	—	67'0	—	72'2	—	26'2	—	70'7	—	71'7	—

SEAMEN

outside the BRITISH ISLANDS of the VESSELS; distinguishing these Limits, and showing the Foreign Seamen.

Asiatic Agreements are not included.

						VOYAGE.
Other Petty Officers.		Sailors.				
		Able Seamen.		Sailors undefined.		
Total.	Foreigners.	Total.	Foreigners.	Total.	Foreigners.	
-	-	56	51	-	-	SAILING VESSELS.
-	-	885	887	1	1	Home Trade (Runs to the United Kingdom).
-	-	778	534	-	-	Agreements opened within Home Trade Limits for Foreign Voyages and—
-	-	885	285	-	-	(a) terminated in the British Islands.
-	-	-	-	-	-	(b) terminated abroad.
-	-	-	-	-	-	(c) not reported terminated by May, 1902.
-	-	98	54	-	-	Agreements opened outside Home Trade Limits for Foreign Voyages and—
-	-	281	200	-	-	(a) terminated in the British Islands.
-	-	45	33	-	-	(b) terminated abroad.
-	-	-	-	-	-	(c) not reported terminated by May, 1902.
-	-	2 476	1 774	1	1	TRAM.
-	-	-	71'6	-	100'0	{ Percentage of Foreign Seamen in each rating.
-	-	-	-	-	-	STEAM VESSELS.
-	-	-	-	-	-	Home Trade (Runs to the United Kingdom).
-	-	650	440	-	-	Agreements opened within Home Trade Limits for Foreign Voyages and—
-	-	730	650	-	-	(a) terminated in the British Islands.
-	-	72	58	-	-	(b) terminated abroad.
-	-	-	-	-	-	(c) not reported terminated by May, 1902.
-	-	145	90	-	-	Agreements opened outside Home Trade Limits for Foreign Voyages and—
10	5	638	503	9	-	(a) terminated in the British Islands.
4	4	92	81	-	-	(b) terminated abroad.
-	-	-	-	-	-	(c) not reported terminated by May, 1902.
14	9	2 217	1 851	9	-	Total.
-	64'3	-	83'6	-	-	{ Percentage of Foreign Seamen in each rating.
-	-	50	51	-	-	SAILING AND STEAM VESSELS.
-	-	1 415	1 087	1	1	Home Trade (Runs to the United Kingdom).
-	-	1 498	1 168	-	-	Agreements opened within Home Trade Limits for Foreign Voyages and—
-	-	487	353	-	-	(a) terminated in the British Islands.
-	-	-	-	-	-	(b) terminated abroad.
-	-	-	-	-	-	(c) not reported terminated by May, 1902.
-	-	213	144	-	-	Agreements opened outside Home Trade Limits for Foreign Voyages and—
10	5	919	703	9	-	(a) terminated in the British Islands.
4	4	137	114	-	-	(b) terminated abroad.
-	-	-	-	-	-	(c) not reported terminated by May, 1902.
14	9	4 383	3 625	10	1	Total.
-	64'3	-	77'8	-	10'0	{ Percentage of Foreign Seamen in each rating.

TABLE 23.

SEAMEN ON COLONIAL VESSELS.

TABLE showing the NATIONALITIES and RATINGS of the SEAMEN employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in BRITISH POSSESSIONS ABROAD, and trading on that day under AGREEMENTS opened in the BRITISH ISLANDS.

Nationality.	Masters.	Mates.	Boatswains.	Carpenters.	Sailmakers.	Quartermasters.	Landwrights.	Other Petty Officers.	Able Seamen.	Sailors Undesignated.	Ordinary Seamen.	Apprentices.	Boys.	Engineers.	Firemen or Firemen and Trimmen.	Trimmen.	Donkeymen.	Oilers and Greasers.	Other Persons in Engineers' Department.	Burgesses.	Purser, &c.	Stewards, &c.	Stewardesses, &c.	Cookmen.	Pilots.	Other Persons.	Not stated.	Total.
England and Wales	15	27	6	1	2	1	1	1	41	1	22	6	3	6	5	1	1	1	1	1	1	20	3	1	1	1	1	166
Scotland	—	3	1	3	—	—	—	—	18	—	5	1	—	3	5	—	—	—	—	—	—	4	1	—	—	—	—	45
Ireland	5	5	3	—	—	—	—	—	20	—	4	—	—	—	1	—	—	—	—	—	—	4	1	—	—	—	—	45
Channel Islands	1	1	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Isle of Man	—	1	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Total British Islands	21	37	16	4	2	1	1	1	81	1	41	6	3	6	11	1	1	1	1	1	1	26	11	1	1	1	1	336
"British" not otherwise defined	2	—	1	—	1	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—	—	9
Australia	—	1	—	—	—	—	—	—	4	—	2	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10
Canada	23	16	6	—	—	—	—	—	17	—	2	—	3	—	—	—	—	—	—	—	3	—	—	—	—	—	—	66
India	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Mauritius	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Newfoundland	2	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
New Zealand	—	3	—	—	—	—	—	—	1	—	2	3	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8
West Indies (British)	—	—	—	—	—	—	—	—	9	1	1	—	—	—	—	—	—	—	—	—	—	11	1	—	—	—	—	22
Other Colonies	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—	—	4
Total Colonies	24	20	6	—	—	—	—	—	34	1	7	3	5	—	—	—	—	—	—	—	—	11	1	—	—	—	—	117

TABLE 24.
SEAMEN ON COLONIAL VESSELS.

TABLE showing the AGES and RATINGS of the SEAMEN employed on the 31st March, 1901, on SEA-GOING VESSELS (except YACHTS) registered under Part I. of the Merchant Shipping Act, 1894, in British Possessions Abroad, and trading on that day under Agreements opened in the British Islands.

Rating.	Age.																		70 and up-wards.	Not stated.	Total.
	Under 15.	15-	16-	17-	18-	19-	20-	25-	30-	35-	40-	45-	50-	55-	60-	65-					
Masters	—	—	—	—	—	—	—	—	3	9	6	7	7	10	4	1	—	—	47		
Mates	—	—	—	—	—	—	8	13	8	8	9	5	5	5	1	—	—	—	83		
Boatswains	—	—	—	—	—	—	4	6	3	1	5	4	2	—	—	—	—	—	30		
Carpenters	—	—	—	—	—	—	—	2	2	5	—	2	1	1	—	—	—	—	13		
Sailmakers	—	—	—	—	—	—	2	—	—	—	2	1	1	—	—	—	—	—	6		
Quarter-masters	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Lamptrimmers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Able Seamen	—	8	—	3	11	25	100	86	27	23	19	16	11	3	4	—	—	—	330		
Sailors undefined	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	1	2		
Ordinary Seamen	—	4	9	6	10	19	29	3	—	—	2	1	—	1	—	—	—	—	84		
Apprentices	—	2	3	1	3	—	—	—	—	—	—	—	—	—	—	—	—	—	6		
Boys	—	5	2	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	9		
Engineers	—	—	—	—	—	—	3	3	2	—	—	—	—	—	—	—	—	—	8		
Firemen or Firemen and Trimmers	—	—	—	—	—	2	1	3	5	—	—	—	—	—	—	—	—	—	11		
Trimmers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Donkeymen	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	1		
Oilmen and Greasers	—	—	—	—	—	—	—	—	2	—	1	—	—	—	—	—	—	—	3		
Other Persons in Engineers' Department	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Pursers, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Stewards, &c.	—	2	3	2	3	—	11	9	6	9	5	6	7	3	—	—	—	—	67		
Stewardesses, &c.	—	—	—	—	—	—	2	1	—	—	1	—	—	—	—	—	—	—	4		
Cattlemen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Pilots	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other Persons	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1		
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Total	1	15	10	13	—	47	160	126	68	54	51	42	34	23	9	1	—	1	685		

NOTE.—The Seamen in this Table are also shown in Table 23, but are not included in any other.

TABLE 25.

SEAMEN ON FOREIGN VESSELS IN THE BRITISH ISLANDS.

Table showing the Number and Tonnage of the Vessels of Foreign Nationality which were in port in the British Islands on the 31st March, 1901, or arrived on the following day, with the number of Seamen employed.

Country to which the Vessels belonged.	Sail.										Steam.										Total.									
	No. of Vessels.					Net Tonnage of Vessels.					Crew.					No. of Vessels.					Net Tonnage of Vessels.					Crew.				
	On Board.	Same Nationality as Vessel.	Other Foreign Seamen.	British.	Same Nationality as Vessel.		On Board.	Same Nationality as Vessel.	Other Foreign Seamen.	British.		On Board.	Same Nationality as Vessel.	Other Foreign Seamen.	British.		On Board.	Same Nationality as Vessel.	Other Foreign Seamen.	British.		On Board.	Same Nationality as Vessel.	Other Foreign Seamen.	British.		On Board.	Same Nationality as Vessel.	Other Foreign Seamen.	British.
Austria ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Belgium ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brazil ..	1	—	—	—	—	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Denmark ..	36	1	23	—	—	6,295	303	—	—	—	—	302	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
France ..	71	—	3	—	—	21,084	575	—	—	—	—	590	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Germany ..	49	11	24	—	—	24,515	280	—	—	—	—	364	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Greece ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Holland ..	23	1	19	—	—	8,534	93	—	—	—	—	147	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Italy ..	6	2	4	—	—	4,763	63	—	—	—	—	107	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Japan ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mexico ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Norway ..	249	7	298	—	—	113,794	2,086	—	—	—	—	174	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Portugal ..	4	—	1	—	—	2,284	46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Russia ..	46	4	20	—	—	16,411	325	—	—	—	—	16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spain ..	3	—	—	—	—	1,021	43	—	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sweden ..	44	1	45	—	—	12,545	318	—	—	—	—	46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
United States ..	1	1	1	—	—	3,567	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total..	535	26	441	6	23	214,542	3,908	—	—	—	—	336	97	6,755	606	40	104	30	7,623	981	543,265	126	10,725	1,097	46	127	36	12,154	—	—

MERCHANT SHIPS AS ARMED CRUISERS.

RETURN to an Order of the Honourable The House of Commons,
dated 1 May 1902 :—for,

RETURN "of MERCHANT LINERS under CONTRACT with HIS MAJESTY'S
GOVERNMENT for use as ARMED CRUISERS in WAR, in the form set
out below" :—

Name of Vessel and when Built.	Name of Company or Firm owning.	Tonnage.	Amount of Annual Subsidy.	Date of Expiry of Contract.

Admiralty,
16 June 1902. }

EVAN MACGREGOR.

(Mr. Cohen.)

Ordered, by The House of Commons, to be Printed,
17 June 1902.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.

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1902.

RETURN of MERCHANT LINERS under CONTRACT with HIS MAJESTY'S GOVERNMENT
for use as ARMED CRUISERS in WAR, in the form set out below :—

Name of Vessel.	When Built.	Name of Company or Firm owning.	Tonnage (Gross).	Amount of Annual Subsidy.*	Date of Expiry of Contract.
Oceanic -	1859	White Star Line - - -	17,274	£ 10,000	1st April 1905.
Majestic -	1889	" - - -	9,965	9,000	"
Teutonic -	1889	" - - -	9,984	9,000	"
Britannic -	1874	" - - -	5,004	Nil	"
Germanic -	1874	" - - -	5,071	"	"
Gothic -	1893	" - - -	7,755	"	"
Cymric -	1898	" - - -	12,647	"	"
Medic -	1898	" - - -	11,985	"	"
Campania -	1893	Cunard Company - - -	12,950	10,000	1st April 1905.
Lucania -	1893	" - - -	12,952	10,000	"
Umbria -	1884	" - - -	8,128	8,000	"
Etruria -	1884	" - - -	8,120	Nil	"
Aurania -	1883	" - - -	7,269	"	"
Ivernia -	1900	" - - -	13,800	"	"
Saxonia -	1900	" - - -	13,963	"	"
Caledonia -	1894	Peninsular and Oriental Steam Navigation Co. - - -	7,558	4,500	1st April 1905.
Persia -	1900	" " - - -	7,951	4,500	"
Arabia -	1898	" " - - -	7,903	4,500	"
India -	1896	" " - - -	7,911	4,500	"
China -	1896	" " - - -	7,912	Nil	"
Egypt -	1897	" " - - -	7,912	"	"
Himalaya -	1897	" " - - -	6,898	"	"
Australia -	1892	" " - - -	6,901	"	"
Victoria -	1887	" " - - -	6,527	"	"
Britannia -	1887	" " - - -	6,525	"	"
Arcadia -	1888	" " - - -	6,603	"	"
Oceana -	1888	" " - - -	6,603	"	"
Omrak -	1899	Orient - - -	8,291	4,500	1st October 1905.
Ophir -	1891	" - - -	6,910	4,500	"
Ormus -	1896	" - - -	6,387	Nil	"
Austral -	1881	" - - -	5,524	"	"
Orient -	1879	" - - -	5,631	"	"
Danube -	1893	Royal Mail Steam Packet Co. - - -	5,946	3,250	1st October 1905.
Nile -	1893	" " - - -	5,946	3,250	"
Thames -	1890	" " - - -	5,645	Nil	"
Clyde -	1890	" " - - -	5,645	"	"
Tagus -	1899	" " - - -	5,545	"	"
Trent -	1900	" " - - -	5,573	"	"
Magdalena -	1889	" " - - -	5,362	"	"
Atrato -	1888	" " - - -	5,366	"	"
Ortona -	1899	Pacific - - -	7,945	4,500	1st October 1905.
Orizaba -	1886	" - - -	6,298	Nil	"
Oroya -	1886	" - - -	6,297	"	"
Oravia -	1897	" - - -	5,321	"	"
Empress of India -	1891	Canadian Pacific Railway Co. - - -	5,905	3,250	6th April 1906.
Empress of China -	1891	" " - - -	5,905	3,250	"
Empress of Japan -	1891	" " - - -	5,905	3,250	"
Tartar -	1883	" " - - -	4,425	Nil	"
Athenian -	1881	" " - - -	3,882	"	"

* Subject to a reduction of 25 per cent. for each ship in receipt of payment for carrying Mails.

MERCHANT SHIPS AS ARMED CRUISERS.

**RETURN of MERCHANT LINERS under CONTRACT
with His Majesty's Government for use as
ARMED CRUISERS in WAR.**

(Mr. Cohen.)

*Ordered, by The House of Commons, to be Printed,
17 June 1902.*

[Price 1d.]

NAVIGATION LAWS.

RETURN to an Order of the Honourable The House of Commons,
dated 25 June 1902;—for,

RETURN “containing a REPRINT of the APPENDIX to the FIFTH REPORT
from the SELECT COMMITTEE on the NAVIGATION LAWS, 1847, entitled
‘A Comparative View of the NAVIGATION LAW of 1660 and 1847’.”

Board of Trade, }
7 August 1902. }

FRANCIS J. S. HOPWOOD.

(*Sir Howard Vincent.*)

*Ordered, by The House of Commons, to be Printed,
7 August 1902.*

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OLIVER AND BOYD, EDINBURGH; or
E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

1902.

Martis, 9^o die Februarii, 1847.

ORDERED, That a Select Committee be appointed to inquire into the Operation and Policy of the NAVIGATION LAWS.

Martis, 16^o die Februarii, 1847.

Committee nominated;

Mr. Ricardo.
Sir Robert Peel.
Mr. Mitchell.
Mr. Alderman Thompson.
Mr. Villiers.
Sir Howard Douglas.
Admiral Dundas.
Mr. Lyall.

Mr. M^cCarthy.
Mr. Thomas Baring.
Mr. Hume.
Mr. Liddell.
Mr. Bright.
Sir George Clerk.
Mr. Milner Gibson.

ORDERED, That the Committee have power to send for Persons, Papers, and Records.

ORDERED, That Five be the Quorum of the said Committee.

Veneris, 26^o die Martii, 1847.

ORDERED, That the Committee have power to report the Minutes of Evidence taken before them, from time to time, to The House.

APPENDIX.

A COMPARATIVE VIEW of the NAVIGATION LAW of 1660 and 1847.

I. *The Plantation Trade.*

Appendix.

Law in 1660.

Law in 1847.

Rule 1st. (Conf. 1, 2, 3, and 4, of 1847.)

"No goods or commodities whatsoever shall be imported into or exported out of any lands, islands, plantations, or territories to His Majesty belonging, or in his possession, or which may hereafter belong unto or be in the possession of His Majesty, his heirs and successors, in Asia, Africa, or America, in any other ship or ships, vessel or vessels whatsoever, but in such ships or vessels as do truly and without fraud belong only to the people of England or Ireland, dominion of Wales, or town of Berwick-upon-Tweed, or are of the build of or belonging to any of the said lands, islands, plantations, or territories, as the proprietors and right owners thereof, and whereof the master and three-fourths of the mariners at least are English."—(12 Car. 2, c. 18, s. 1.)

Rule 2d. (Conf. 5, of 1847.)

"No sugars, tobacco, cotton-wool, indigoes, ginger, fustic or other dyeing wood, of the growth, production, or manufacture of any English plantations in America, Asia, or Africa, shall be shipped, carried, conveyed, or transported from any of the said English plantations to any land, island, territory, dominion, port, or place whatsoever, other than to such other English plantations as do belong to His Majesty, his heirs and successors, or to the kingdom of England or Ireland, or principality of Wales, or town of Berwick-upon-Tweed, there to be laid on shore."

"For every ship or vessel which shall set sail out of or from England, Ireland, Wales, or town of Berwick-upon-Tweed, for any English plantation in America, Asia, or Africa, sufficient bond shall be given with one surety to the chief officers of the custom-house of such port or place from whence the said ship shall set sail, that in case the said ship or vessel shall load any of the said commodities at any of the said English plantations, that the said commodities shall be by the said ship brought to some port of England, Ireland, Wales, or to the port or

Rule 1st. (Conf. 1, of 1660.)

"No goods shall be exported from the United Kingdom to any British possession in Asia, Africa, or America, nor to the islands of Guernsey, Jersey, Alderney, or Sark, except in British ships."—(8 & 9 Vict. c. 88, s. 7.)

N.B.—But vessels belonging to the United States may carry goods from this country to the principal British settlements in the East Indies. (59 G. 3, c. 54, s. 6.) And it is understood that the Queen may conclude treaties, allowing the same privilege to the ships of other foreign countries, and some such treaties have actually been concluded; *e.g.* with Austria and Russia. (See 8 & 9 Vict. c. 90, s. 9.)

Rule 2d. (Conf. 1, of 1660.)

"No goods shall be carried from any British possession in Asia, Africa, or America, to any other of such possessions, nor from one part of such possessions to another part of the same, except in British ships."—(8 & 9 Vict. c. 88, s. 10.)

Rule 3d. (Conf. 1, of 1660.)

"No goods shall be imported into any British possession in Asia, Africa, or America, in any foreign ships, unless they be ships of the country of which the goods are the produce, and from which the goods are imported."—(8 & 9 Vict. c. 88, s. 11.)

N.B.—But Her Majesty may, by Order in Council, declare that goods, the growth, &c., of any foreign country, may be imported into Hong Kong, from the same or any other foreign country, in vessels belonging to the same or any other foreign country, and however navigated. (See 8 & 9 Vict. c. 88, s. 12.)

N.B. 2.—Her Majesty may, by Order in Council, declare that goods of any sort, or the produce of any place, not otherwise prohibited than by the Law of Navigation, may be imported into any port or ports of the British possessions abroad, to be named in such Order, from any place in a

Appendix.

town of Berwick-upon-Tweed, and shall there unload (*sic*) and put on shore the same, the danger of the seas only excepted; and for all ships coming from any other port or place to any of the aforesaid plantations, who (*sic*) by this Act are permitted to trade there, that the Governor of such English plantations shall, before the said ship or vessel be permitted to load on board any of the said commodities, take bond, in manner and to the value aforesaid, for each respective ship or vessel, that such ship or vessel shall carry all the aforesaid goods that shall be laden on board in the said ship to some other of His Majesty's English plantations, or to England, Ireland, Wales, or town of Berwick-upon-Tweed."—(12 Car. 2, c. 18, ss. 18, 19.)

British ship, and from any place not being a part of the British dominions, in a foreign ship of any country, and however navigated, to be warehoused for exportation only.—(8 & 9 Vict. c. 88, s. 23.)

Rule 4th (Conf. 1, of 1660).

The privileges of trading allowed to foreign ships under Rule 3, are limited to "the ships of those countries which, having colonial possessions, shall grant the like privileges of trading with those possessions to British ships, or which, not having colonial possessions, shall place the commerce and navigation of this country, and of its possessions abroad, on the footing of the most favoured nation; unless Her Majesty, by Order in Council, shall in any case deem it expedient to grant the whole or any of such privileges to the ships of any foreign country, although the conditions aforesaid shall not in all respects be fulfilled by such foreign country."—(8 & 9 Vict. c. 93, s. 4.)

Rule 5th (Conf. 2, of 1660).

"No goods shall be imported into, nor shall any goods, except the produce of the fisheries in British ships, be exported from any of the British possessions in America by sea, from or to any place other than the United Kingdom, or some other of such possessions, except into or from the several ports in such possessions called 'Free Ports.'"—(8 & 9 Vict. c. 93, s. 2.)

N.B.—This applies to the Mauritius as well as the American possessions. (*Ibid.* s. 62.) The trade of other colonies is regulated by the Queen. (*Ibid.* s. 90.) Goods may be imported by inland navigation into any place where there is a custom-house. (*Ibid.* s. 45.) The rule is not to extend "to prohibit the importation or exportation of goods into or from any ports or places in Newfoundland or Labrador in British ships," and certain articles may be imported from Guernsey and Jersey into places whence the fishery is carried on, though the same be not free ports. (*Ibid.* s. 2.)

Intermediate History of the Law.

The Act of 1666, as appears from the foregoing summary, established two rules applicable to the plantation trade: first, that the whole trade of the plantations should be carried on in British ships; and secondly, that the principal productions of the plantations should be allowed to be exported only to the mother country, or some other plantation. A third general rule was introduced a year or two later, by the Act 15 Car. 2, c. 7, s. 6; viz.: that no goods of the produce of Europe should be imported into any of the plantations in Asia, Africa, or America (except Tangier), but such as were *bonâ fide* and without fraud laden and shipped in England, Wales, or the town of Berwick-upon-Tweed, and in English-built shipping. The history of the Navigation Law during the period which has elapsed since the Act of 1660 may most conveniently be collected under the heads of these three rules.

15 Car. 2, c. 7,
s. 6.

RULE I.—The principle of the exclusion of foreign ships from the plantation trade was maintained entire until the year 1766; but in the interval several alterations were made in the definition of English shipping, for which, as the subject is one that seems to require separate discussion, see *Notes (A)*.

In the year 1766 the Act commonly called the "Free Port Act" (6 G. 3, c. 49) was passed; the intention of which is said to have been the legalising, so far as we were concerned, the illicit but profitable trade then carried on between some of our West India islands and the Spanish colonies. It permits, with certain exceptions, the produce (but not the manufactures) of foreign colonies in America to be imported into certain specified ports in Dominica and Jamaica respectively, in foreign one-decked vessels. It also permits the re-exportation from the same ports to foreign places, in foreign one-decked vessels, of any goods legally imported into the said islands from Great Britain, Ireland, or the British possessions in America, with, however, certain exceptions. The Act contains a variety of restrictions upon the trade of these two islands, as well with other colonies as with foreign ports, in order to prevent any general infringement of our colonial system through the exceptional treatment of these places. In 1773 the Act, which was then expiring, was continued so far as regarded Dominica, but not for Jamaica, till 1780, by statute 13 G. 3, c. 73, which also adds some regulations as to the trade of Dominica. In the following year it was continued for Jamaica also, by 14 G. 3, c. 41. In 1781 it was further continued for Jamaica, but not for Dominica, by 21 G. 3, c. 29. In 1787 the Act was repealed by 27 G. 3, c. 27, and new provisions were made, by which it was made legal to import into certain ports in Jamaica, Grenada, Dominica, and the Bahamas, any wool, cotton-wool, indigo, and a variety of other articles therein enumerated, being the growth or production of any colonies in America belonging to a foreign European sovereign or state, from such colonies, in foreign one-decked vessels not exceeding 70 tons burthen, and owned and navigated by the subjects of any foreign European sovereign or state. These articles might be re-exported to Great Britain and Ireland. It was also made legal for foreign ships of the same description to export from the same ports to foreign parts rum the produce of any British island, and all manner of goods (with some exceptions) legally imported into the place of export. The Act contained several precautionary regulations. In 1790 the restriction as to tonnage was taken off (30 G. 3, c. 29); and in the same year the privilege granted to the subjects of foreign European states was extended to all the inhabitants of the colonies in question, by 30 G. 3, c. 38. Some amendments of detail were made in the Act of 1787, by the statutes 33 G. 3, c. 50, s. 8 (adding tobacco to the list of enumerated articles) and 38 G. 3, c. 39 (removing a prohibition against exporting European goods from the islands in question to other British colonies). In 1792 the Act of 1787 was made perpetual by 32 G. 3, c. 37. In the same year power was given to his Majesty to appoint free ports in the Bahama and Bermuda Islands (which was subsequently given for the Caicos likewise), for the importation of foreign sugar and coffee, 32 G. 3, c. 43, and see 33 G. 3, c. 50, s. 10; and by subsequent Acts (33 G. 3, c. 50, s. 1; 36 G. 3, c. 55; 37 G. 3, c. 77; 41 G. 3, c. 97; 41 G. 3, st. 2, c. 23; 42 G. 3, c. 102; and 43 G. 3, c. 133) several other ports were added to the list of free ports. In 1805 the whole of these Acts were repealed and fresh provisions made by statute 45 G. 3, c. 57, but this is apparently little more than a consolidation of the then existing law. In 1808 rice, grain, and flour were added to the list of articles allowed to be imported into the free ports, by 48 G. 3, c. 125. In 1810 the restriction of the privilege to one-decked vessels was removed by 50 G. 3, c. 21.

It will be observed that none of the legislation above cited on this point allows the vessels of the United States, after the recognition of their independence, to engage in the trade of our plantations. For the legislation on this subject, see the Note on the Trade with the United States (*infra*).

Some further changes in the law as to the admission of foreign vessels into the plantation trade, will be found under the two following heads. The following statutes may also be referred to:

52 G. 3, c. 99, allowing the exportation of salt from the Bahamas in foreign vessels:

54 G. 3, c. 72, allowing Dutch vessels to trade between Holland and the colonies ceded to this country by Holland in South America.

RULE II.—The following articles were at several times added to the list of produce which was only to be exported from the colonies to the mother country, or some other plantation. Rice and molasses (by 3 & 4 Ann, c. 5); copper ore (by 8 G. 1, c. 18, s. 22); coffee, pimento, cocoa-nuts, whale-fins, raw silk, hides and skins, and pot and pearl ashes (by 4 G. 3, c. 15, s. 27).

The Act of 1660 allowed the exports to the mother country to be to England or Ireland. By 15 Car. 2, c. 7, s. 9, however, they were confined to England and Wales. By the fourth article of the Act of Union (5 Ann, c. 8), Scotland was admitted to a share in the Plantation trade, and consequently exports might be made to Scotland. By 4 G. 2, c. 15, it was provided that goods not included in the list of enumerated articles, might be exported from the colonies to Ireland; but by 5 G. 2, c. 9, it was declared that this permission did not extend to hops. The Act 20 G. 3, c. 10, places Ireland on the same footing with Great Britain as regards both the import and export trade of the British plantations in America and Africa, provided the Irish Parliament maintain an equality in the duties, drawbacks, &c. in certain cases. As respects the inter-colonial trade in the enumerated articles, it should be noticed that by 25 Car. 2, c. 7, s. 2, it is provided that if masters of ships do not, on exporting any of those articles from any of the colonies, give bond that they shall be carried to England, they shall pay certain duties upon them. This amounts in substance to the imposition of duties on the inter-colonial trade, for it is

Appendix.

6 G. 3, c. 49.

13 G. 3, c. 73.

14 G. 3, c. 41.

21 G. 3, c. 29.

27 G. 3, c. 27.

30 G. 3, c. 29.

30 G. 3, c. 38.

33 G. 3, c. 50,

s. 8.

38 G. 3, c. 39.

32 G. 3, c. 37.

32 G. 3, c. 43.

33 G. 3, c. 50,

s. 10.

33 G. 3, c. 50,

s. 1.

36 G. 3, c. 55.

37 G. 3, c. 77.

41 G. 3, c. 97.

41 G. 3, st. 2,

c. 23.

42 G. 3, c. 102.

43 G. 3, c. 133.

45 G. 3, c. 57.

48 G. 3, c. 125.

50 G. 3, c. 21.

52 G. 3, c. 99.

54 G. 3, c. 72.

3 & 4 Ann, c. 5.

8 G. 1, c. 18,

s. 22.

4 G. 3, c. 15,

s. 27.

15 Car. 2, c. 7,

s. 9.

5 Ann, c. 8.

4 G. 2, c. 15.

5 G. 2, c. 9.

20 G. 3, c. 10.

25 Car. 2, c. 7,

s. 2.

Appendix.

7 & 8 W. 3, c. 22, s. 28.
4 G. 3, c. 15, s. 28.
5 G. 3, c. 45, s. 22.
6 G. 3, c. 52, s. 30.
7 G. 3, c. 2.

declared by 7 & 8 W. 3, c. 22, s. 8, that it does not imply a permission to export the goods to foreign countries. By 4 G. 3, c. 15, s. 28, it is made illegal to export iron and lumber from British North America to any part of Europe, except Great Britain; but by 5 G. 3, c. 45, s. 22, it is declared that such iron may be exported to Ireland, and such lumber to Madeira, the Azores, or any place south of Cape Finisterre. The Act 6 G. 3, c. 52, s. 30, provides that bond must be given on the exportation of any non-enumerated goods, that they shall not be landed in any part of Europe, north of Cape Finisterre, except Great Britain. But by 7 G. 3, c. 2, they may be landed in Ireland.

The principal exceptions made to the rule affecting the enumerated articles are in the cases of rice and sugar, the staple produce of some of the American plantations.

3 G. 2, c. 28.
8 G. 2, c. 19.
4 G. 3, c. 7.
5 G. 3, c. 45, s. 19.

By 3 G. 2, c. 28, it was made lawful for British subjects to export rice in British ships from Carolina (and by 8 G. 2, c. 19, from Georgia) to parts of Europe south of Cape Finisterre; and by 4 G. 3, c. 7, and 5 G. 3, c. 45, s. 19, it was made lawful to carry rice from these colonies to any part of America lying south of Georgia.

12 G. 2, c. 30.
15 G. 2, c. 33, s. 5.
34 G. 3, c. 42, s. 7.
48 G. 3, c. 69.
50 G. 3, c. 13, s. 3.

By 12 G. 2, c. 30, it is provided that ships owned by British subjects, of whom the greater part are residents in Great Britain, and the rest either in Great Britain or the sugar colonies (this restriction was removed by 15 G. 2, c. 33, s. 5), and duly built and navigated, may clear out from a port in Great Britain, under licence from the Commissioners of Customs, for the sugar colonies, and may there take on board a cargo of British Plantation sugar; and, after touching at a port in Great Britain, may carry the same to any part of Europe, returning to Great Britain within eight months after its delivery, and before again proceeding to any colony. If the sugar is to be taken to any place south of Cape Finisterre the ship need not touch at a port in Great Britain. No tobacco, molasses, ginger, cotton, wool, indigo, fustic or other dyeing wood, tar, pitch, turpentine, hemp, masts, yards, bow-spirits, copper ore, beaver skins or other furs, the growth, &c. of any British Plantation in America, are to be taken on board such vessel, except as stores. The Act does not authorise carrying sugar to Ireland. This Act was repealed by 34 G. 3, c. 42, s. 7, passed about the time that the importation of foreign sugar into our colonies was first permitted (*vide supra*). It had never been of any practical effect, the home market having been more attractive than the foreign. It was, however, partially revived by 48 G. 3, c. 69, which allows British subjects (but no other persons) to export in British ships, duly licensed for the purpose, any sugar or coffee (or cocoa, 50 G. 3, c. 13, s. 3), the growth of the British possessions in America, to places in Europe, south of Cape Finisterre, and to reimport corn from such places or from the North of Africa.

3 G. 4, c. 44, s. 4, and c. 45, s. 2.

On the revision of our commercial system in 1822, the Acts 3 G. 4, c. 44, s. 4, and c. 45, s. 2, permitted the exportation of all the produce of the colonies, and of any articles legally imported thereinto, to any place in Europe, Africa, or America:—to places in America, either in British ships or in ships of the country to which the goods are exported, and to places in Europe or Africa, in British ships only.

In the year 1825, upon the general consolidation of the Customs' laws, the above limitations of the right of exportation were removed, and the law in this respect placed pretty much on the same footing on which it now stands. The subsequent consolidations of 1833 and 1845 make little change in it.

3 & 4 Ann, c. 8.
13 G. 1, c. 5.
3 G. 2, c. 12.
2 G. 3, c. 24.
4 G. 3, c. 19.
9 G. 3, c. 28.

RULE III.—The rule that goods the produce of Europe were only to be imported into the colonies from the United Kingdom was originally subject only to the following exceptions: salt might be taken to the fisheries from any part of Europe; wines of Madeira and the Azores might be imported thence; servants and horses might be imported from Scotland and Ireland; and so might provisions, being of the produce of Scotland and Ireland respectively. The first relaxation of this rule was made in favour of Irish linens, by 3 and 4 Ann, c. 8, which allowed natives of England or Ireland to take Irish linens from any port in Ireland to the plantations, in English-built shipping, whereof the master and three-fourths of the mariners, at least, were English or Irish. The liberty of importing salt from foreign places in Europe, which had originally been granted only to New England and Newfoundland, was extended to Pennsylvania by 13 G. 1, c. 5, to New York by 3 G. 2, c. 12, to Nova Scotia by 2 G. 3, c. 24, and to Quebec by 4 G. 3, c. 19. These last relaxations were made for the sake of the fisheries. On the same account permission was given by 9 G. 3, c. 28, to export from Guernsey and Jersey to the fisheries, any craft, clothing, or other goods of British manufacture, and any food or victuals of British produce, that might be necessary for the same.

46 G. 3, c. 116.
55 G. 3, c. 29.
57 G. 3, c. 4.

By 46 Geo. 3, c. 116, it was made lawful to carry fruit, wine, oil, salt, and cork, the produce of Europe, from Gibraltar or Malta to the North American colonies in British vessels; and by 55 Geo. 3, c. 29, it was made lawful to carry a great number of articles from Malta (and afterwards from Gibraltar under 57 Geo. 3, c. 4) to any of the British possessions in America. By the same Acts the export of certain other articles from the colonies to Malta and Gibraltar was also permitted.

49 G. 3, c. 47.
50 G. 3, c. 60.

By 49 Geo. 3, c. 47, it was made lawful to carry fruit, wine, salt, and oil, the produce of Europe, from ports in Europe, south of Cape Finisterre, to certain ports in British North America, in British ships, which had brought British North American produce or fish to those ports. This Act was repealed so far as related to salt by 50 Geo. 3, c. 60,

but was afterwards amended, and salt was replaced in the list of articles by 51 Geo. 3, c. 97. By 57 Geo. 3, c. 89, it was made lawful to export oranges and lemons from the Azores and Madeira to the British North American Colonies in any British ship.

Appendix.

51 G. 3, c. 97.
57 G. 3, c. 89.

The 8th section of the Act 3 Geo. 4, c. 45 (one of the Acts of 1822 already adverted to) permits the importation of a number of articles from foreign ports in Europe or Africa into the British possessions in America, but only in British ships.

3 G. 4, c. 45.

By the Act 6 Geo. 4, c. 73, the importation of all classes of goods except a few prohibited articles, was permitted from any place except places within the limits of the East India Company's charter, into all the free ports of the British possessions in America, except Newfoundland, to which the Act did not apply, and the importation might be either in British vessels, or in vessels of the producing country.

6 G. 4, c. 73.

In the same year (1825) the first consolidation of the Customs' Laws took place, and the law was then put on very much the same footing in this respect as that in which it now stands; that is to say, the importation and exportation of all classes of goods into or from the free ports was generally legalised, subject to certain prohibitions against the importation of particular articles, some of which have since been removed, whilst others (*e. g.* those against pirated books, counterfeit coin, &c. and the restrictions on gunpowder, arms, &c.) still remain. A tariff of differential duties was imposed upon foreign goods, of which duties one-tenth (subsequently increased to one-fourth) was to be remitted when the goods were imported through an English warehouse. The principle of this tariff and of the remission is still retained, but has been materially modified by the Act of last Session (9 & 10 Vict. c. 94) which empowers the colonial legislatures, with the assent of the Queen in Council, to alter it.

9 & 10 Vict.
c. 94.

Note on Trade with the United States.

The statutes regulating the trade of this country and its possessions with the United States of America are of peculiar interest, and deserve separate consideration, inasmuch as the alteration of our relations consequent upon the acknowledgement of the independence of those States produced some of the most important alterations that have been made in our navigation system.

At the time of the commencement of the War of Independence the chief regulations as to the trade of the American colonies were these, (subject in each case to a few exceptions):

1. They could import or export nothing in any but British vessels.
2. They could not export the most important articles of their produce to any part of Europe other than Great Britain.
3. They could import no goods from any part of Europe other than Great Britain.

On the breaking out of the war the statutes 14 G. 3, c. 19; 15 G. 3, c. 10; 15 G. 3, c. 18; and 16 G. 3, c. 5, were successively passed with the view, first of restricting, and then of wholly prohibiting, the trade between this country and her rebellious colonies. The prohibition was taken off in 1783 (by 23 G. 3, c. 26), and by an Act of that year (23 G. 3, c. 39) the King was empowered to regulate the trade with the United States by Order in Council. This power, combined with occasional legislation on particular points (*see* 25 G. 3, c. 1; 27 G. 3, c. 7), was continued by annual Acts till 1788, when the trade between the United States and the British possessions in America was placed under permanent regulations by the Act 28 G. 3, c. 6, the power of making orders for their trade with this country being still continued to the King in Council.

14 G. 3, c. 19.
15 G. 3, c. 10.
15 G. 3, c. 18.
16 G. 3, c. 5.
23 G. 3, c. 26.
23 G. 3, c. 39.
25 G. 3, c. 1.
27 G. 3, c. 7.
28 G. 3, c. 6.

The main provisions of the Act 28 G. 3, c. 6, were as follow:—

28 G. 3, c. 6.

(1.) No goods were to be imported into the British West Indies from the United States, except about 30 enumerated articles, being of the growth, produce, or manufacture of the States; and those were only to be imported by British subjects and in British ships.

(2.) Such enumerated articles were not to be imported into the British West Indies from the Foreign West Indies. But governors might relax this prohibition in cases of public emergency. [By a subsequent Act, (31 G. 3, c. 38,) foreign colonies on the Continent of South America were assimilated to the foreign West Indies in respect of their trade with our possessions. But Brazilian goods were admitted by 51 G. 3, c. 47, s. 6; and see an extension of this permission by 58 G. 3, c. 27.]

31 G. 3, c. 38.
51 G. 3, c. 47,
s. 6.
58 G. 3, c. 27.

(3.) Such goods as might by law be exported from the West Indies to places in Europe, as also certain other goods (sugar, coffee, &c.), might be exported therefrom to the United States, but only by British subjects and in British ships.

United States vessels, however, coming in ballast, might export salt from Turk's Islands (and by a subsequent Act, 44 G. 3, c. 101, from certain other ports), but the trade of Turk's Islands was at the same time placed under considerable restrictions.

44 G. 3, c. 101.

(4.) No goods whatever might be imported from the United States into New Brunswick, Nova Scotia, Cape Breton, St. John's, or Newfoundland, nor by sea into the province of Quebec; but provisions were made for cases of emergency.

- Appendix. Such were the provisions of the law as regarded the trade with the colonies. The trade between this country and the United States continued to be regulated by Orders in Council till 1797, when the Act 37 G. 3, c. 97, was passed in order to carry out the commercial treaty then recently concluded. The main provision of this Act was, that all articles of the growth, produce, or manufacture of the United States (not being such as were generally prohibited by law) might be imported into Great Britain [extended to Ireland, 41 G. 3, c. 95] directly from the United States either in British vessels or in vessels of the United States. This provision corresponds exactly with the existing state of the law. A variety of subsequent statutes have been passed, but they relate chiefly to equality of duties on importations in ships of either country. (See 37 G. 3, c. 97, s. 11; 42 G. 3, c. 27; 49 G. 3, c. 59; 56 G. 3, c. 15; 56 G. 3, c. 51; 59 G. 3, c. 54.)
- 37 G. 3, c. 97.
41 G. 3, c. 95.
37 G. 3, c. 97, s. 11;
42 G. 3, c. 27;
49 G. 3, c. 59;
56 G. 3, c. 15;
56 G. 3, c. 51;
59 G. 3, c. 54.
37 G. 3, c. 97, s. 22.
47 G. 3, Sess. 2, c. 55, regulating their trade with our North American possessions.
c. 38;
49 G. 3, c. 49;
52 G. 3, c. 55.
3 G. 4, c. 44.
- The trade between the United States and the British colonies was, however, subjected to further regulations by subsequent statutes, such as 37 G. 3, c. 97, s. 22, permitting them to trade with the East Indies; and 47 G. 3, Sess. 2, c. 38; 49 G. 3, c. 49; 52 G. 3, c. 55, regulating their trade with our North American possessions.
- In 1822 the trade was materially opened by the Act 3 G. 4, c. 44, which was passed for the regulation of the trade between the British possessions in America, and the West Indies, and other places in America, and the West Indies. It was thereby made legal to import into certain ports in the West Indies and other British possessions in America from the United States a much greater number of articles, the produce of the United States, and that, either in British or in American vessels. The produce of the British possessions, as well as foreign goods which had been legally imported thereinto, might be exported from the same ports to the United States either in British or American vessels. These provisions, it should be remarked, applied generally to the trade of our possessions with other foreign states in America, and not only to that with the United States. Power was, however, reserved to the King in Council to prohibit intercourse with such foreign states as might not treat us on a footing of reciprocity. The act allowed certain foreign vessels, though not of the build of the countries to which they belong, to engage in the trade with such countries for 10 years. Articles legally imported under the Act might be re-exported in British ships to other British possessions. Power was given to the King to add to the list of free ports.
- 3 G. 4, c. 119. An Act of the same session (3 G. 4, c. 119,) permits certain goods of the United States to be imported by land into Canada, and permits goods to be exported thence to the United States.

The present freedom of trade was not conceded to the colonies till 1825.

II. Trade with Asia, Africa, and America.

Law in 1660.

Rule 1st.

"No goods or commodities whatsoever, of the growth, production, or manufacture of Africa, Asia, or America, or of any part thereof, or which are described or laid down in the usual maps or cards of those places, [shall] be imported into England, Ireland, Wales, islands of Guernsey and Jersey, or town of Berwick-upon-Tweed, in any other ship or ships, vessel or vessels whatsoever, but in such as do truly and without fraud belong only to the people of England or Ireland, dominion of Wales, or town of Berwick-upon-Tweed, or of the lands, islands, plantations, or territories in Asia, Africa, or America to his Majesty belonging, as the proprietors and right owners thereof, and whereof the master and three-fourths at least of the mariners are English."—(12 Car. 2, c. 18, s. 3.)

Rule 2d.

"No goods or commodities that are of foreign growth, production, or manufacture, and which are to be brought into England, Ireland, Wales, the islands of Guernsey and Jersey, or town of Berwick-upon-Tweed, in English-built shipping or other shipping belonging to some of the aforesaid places, and navigated by English mariners as aforesaid, shall be shipped or brought from any other place or places, country or countries, but only from those of the said growth, production, or manufacture, or from those ports where the said goods and commodities can only, or are, or usually have been, first shipped for transportation, and from none other places or countries."—(12 Car. 2, c. 18, s. 4.)

N.B.—But the Act is "not to restrain and prohibit the importation of any of the commodities of the Straights or Levant Seas, laden in English-built shipping, and whereof the master and three-fourths of the mariners at least are English, from the usual ports or places for lading of them heretofore within the said Straights or Levant Seas, though the said commodities be not of the very growth of the said places."—(s. 12.)

N.B. 2.—Nor is it to restrain "the importing of any East India commodities laden in English-built shipping, and whereof the master and three-fourths of the mariners at least are English, from the usual place or places for lading of them in any part of those seas to the southward and eastward of Cabo bona Esperanza, although the said ports be not the very places of their growth."—(s. 13.)

N.B. 3.—It is lawful for "the people of England, Ireland, Wales, islands of Guernsey or Jersey, or town of Berwick-upon-Tweed, in vessels or

Law in 1847.

Rule 1st.

"Goods, the produce of Asia, Africa, or America, shall not be imported into the United Kingdom, to be used therein, in foreign ships, unless they be the ships of the country in Asia, Africa, or America, of which the goods are the produce, and from which they are imported, except the goods hereinafter mentioned; (that is to say,)

1. "Goods, the produce of the dominions of the Grand Seignior in Asia or Africa, which may be imported from his dominions in Europe in ships of his dominions:
2. "Raw silk and mohair yarn, the produce of Asia, which may be imported from the dominions of the Grand Seignior in the Levant Seas in ships of his dominions:

3. "Bullion:

"Provided always, that in case any treaty shall be made with any country having a port or ports within the Straits of Gibraltar, stipulating that such productions of Asia or Africa as may by law be imported into the United Kingdom from places in Europe within the Straits of Gibraltar in British ships, [see next rule] shall also be imported from the ports of such country in the ships of such country, then and in every such case it shall be lawful to import such goods from the ports of such country in the ships of such country."—(8 & 9 Vict. c. 88, s. 4.)

N.B.—But such goods, not being otherwise prohibited, may be warehoused for exportation.

Rule 2d.

"Goods, the produce of Asia, Africa, or America, shall not be imported from Europe into the United Kingdom to be used therein, except the goods hereinafter mentioned; (that is to say,)

"Goods, the produce of the dominions of the Emperor of Morocco, which may be imported from places in Europe within the Straits of Gibraltar:

"Goods, the produce of Asia or Africa, which (having been brought into places in Europe within the Straits of Gibraltar, from or through places in Asia or Africa within those Straits, and not by way of the Atlantic Ocean) may be imported from places in Europe within the Straits of Gibraltar:

"Goods, the produce of places within the limits of the East India Company's charter, which (having been imported from those places into Gibraltar or Malta in British ships) may be imported from Gibraltar or Malta:

Appendix.

ships to them belonging, and whereof the master and three-fourths of the mariners at least are English, to load and bring in from any of the ports of Spain or Portugal, or Western Islands, commonly called Azores, or Madeira, or Canary Islands, all sorts of goods or commodities of the growth, production, or manufacture of the plantations or dominions of either of them respectively."—(s. 14.)

N.B. 4.—The Act does not extend to "bullion, nor yet to any goods taken by way of reprisal by any ship or ships belonging to England, Ireland, or Wales, islands of Guernsey or Jersey, or town of Berwick-upon-Tweed, and whereof the master and three-fourths of the mariners at least are English, having commission from his Majesty, his heirs or successors."—(s. 15.)

"Goods taken by way of reprisal by British ships :

"Bullion, diamonds, pearls, rubies, emeralds, and other jewels or precious stones."—(8 & 9 Vict. c. 88, s. 3.)

N.B.—The Lords of the Treasury may permit "any goods the produce of the British possessions or fisheries in North America, which shall have been legally imported into the islands of Guernsey or Jersey direct from such possessions, to be imported into the United Kingdom for home use direct from those islands, under such regulations as [they] shall direct."—(8 & 9 Vict. c. 86, s. 44.)

Intermediate History of the Law.

The two principles laid down with regard to the trade with Asia, Africa, and America, viz., that all importations from those quarters should be in British ships, and that they should be from the place of the origin of the goods, are still maintained to a certain extent: that is to say, the produce of those quarters can only be imported in British ships, or in ships of the country of origin, being also the country of export; and no such produce can be imported in an unmanufactured state from any part of Europe.

The first decided infringement of the former principle, that of confining the trade to British ships, took place upon the conclusion of the treaty of 1796 with the United States of America, the effect of which, as carried out by the Act 37 G. 3, c. 97, has been already noticed in the note on the United States trade. Vessels of the United States were thereby permitted to bring the produce of their own country (not being such as was generally prohibited) directly to Great Britain. [The provisions of this Act were re-enacted by 41 G. 3, c. 95, in order to extend the same right of commercial intercourse to Ireland.] An additional duty of 10l. per cent. was charged upon certain articles, when imported in American vessels, over and above the duty payable on them when imported in British vessels; but by a subsequent Act (42 G. 3, c. 27) power was given to the King to suspend those duties by Order in Council, the intention being simply to counter-vail the differential duties imposed by the Americans on goods imported in British ships.

In 1808 the same privilege which had been granted to the United States was extended to the inhabitants of the Portuguese possessions in South America by the Act 48 G. 3, c. 11, which allowed the produce of those territories (not being of a nature generally prohibited to be imported from foreign countries) to be imported thence into Great Britain and Ireland in vessels built in those territories, or made prize by Portuguese ships, and owned and navigated by Portuguese subjects resident in the said territories. After the conclusion of our treaty with Portugal in 1810 this Act was repealed, and the Act 51 G. 3, c. 47, substituted for it, which extended the above facilities to all Portuguese-built vessels or prizes, owned and navigated by Portuguese subjects, without requiring that they should be residents in America.

On the revision of the Customs' Laws in 1822 the principle that the produce of Asia, Africa, and America should only be imported for consumption in British ships, was still maintained, but the above exceptions in favour of the United States and Portuguese colonies were preserved, and were also extended (3 G. 4, c. 43, s. 3,) to countries in America or the West Indies, being, or having been, under the dominion of Spain.

The existing rule was established at the Consolidation of 1825.

As respects the principle that the produce of Asia, Africa, and America was only to be imported into this country from the place of its origin, it will be remarked, first, that the old law recognised the doctrine now explicitly laid down in the 5th section of the Navigation Act, that goods manufactured in any country should be held to be the produce of that country, even though made from materials produced elsewhere. Not long afterwards, however, this doctrine was abandoned in the case of thrown silk, the object being to discourage the silk throwing of Italy, which was injurious to our own manufactures. By 2 W. & M. c. 9, Asiatic silk thrown in Italy or elsewhere is not to be deemed a manufacture of the country where thrown, and its importation, except from the place of its growth, is consequently prohibited. By the same Act the importation of thrown silk from all countries, except Italy and Sicily, is altogether prohibited. But by 19 G. 3, c. 48, this, which was at first merely an exception applicable to a particular case, became a general rule: it was thereby enacted that the produce of Asia, Africa, and

America, manufactured in any foreign country, should not be imported into Great Britain unless manufactured in the country of its growth, or in the place whence such goods can only be, or are, first shipped. The prohibition was not to extend to the case of certain oils, nor to that of commodities of which the importation is permitted by Acts passed subsequently to the Navigation Law. This rule was maintained until the Consolidation of 1825, when the present one was substituted, by 6 G. 4, c. 109, s. 5.

Appendix.

By the Act 7 Ann, c. 8, it was made lawful to import drugs, the produce of America, from any British possession, and at the same rate of duty as if imported direct, and conversely, by 22 G. 3, c. 28, it was afterwards made legal to import tobacco of the British plantations from any country in America in amity with His Majesty. The importation of cochineal and indigo was permitted from any place in British ships, or ships of countries in amity with us, by the Acts 13 G. 1, c. 15, and 7 G. 2, c. 18, respectively; and the importation of several articles,—gum Senegal, coarse calicoes for the African trade, cotton wool, goat skins, &c.—from any place, was permitted by the Acts 25 G. 2, c. 32; 5 G. 3, c. 30; 5 G. 3, c. 52, s. 20; and 15 Geo. 3, c. 35, ss. 1, 2.

6 G. 4, c. 109, s. 5.

7 Ann, c. 8.

22 G. 3, c. 28.

13 G. 1, c. 15.

7 G. 2, c. 18.

25 G. 2, c. 32;

5 G. 3, c. 30;

5 G. 3, c. 52,

s. 20;

15 G. 3, c. 35,

ss. 1, 2.

14 G. 2, c. 36.

By the Act 14 G. 2, c. 36, the Russia Company were allowed to import in British shipping from any Russian ports, any commodities of the growth of Persia, purchased by barter with woollen or other commodities (but not with gold or silver, either in coin or bullion), exported from Great Britain to Russia, and thence carried into Persia, or with the produce arising from the sale thereof. By a subsequent Act, 23 G. 2, c. 34, the necessity for carrying the British goods, or the produce arising from their sale, into Persia, was done away, and it was made legal to import Persian goods purchased in Russia.

23 G. 2, c. 34

By 20 G. 3, c. 45, the Turkey Company were allowed to import any goods which had theretofore been usually imported from the Turkish dominions within the Levant seas, from any port or place whatsoever, and either in British ships or in ships of countries in amity with us and navigated by foreign seamen; subject however to the payment of aliens' duty if the ships were of foreign build. By 37 G. 3, c. 84, the privilege of importing Levant goods from any place and in any ships of countries in amity was made general for a limited time; but this was one of a great number of Acts passed during time of war, relaxing the Navigation Laws in particular points when they could not be strictly carried out, which it is perhaps unnecessary minutely to describe. The following statutes may be referred to as instances of such relaxation: 39 G. 3, c. 95; 39 & 40 G. 3, c. 34; 41 G. 3, c. 97; 42 G. 3, c. 95, s. 9; 45 G. 3, c. 34.

20 G. 3, c. 45

37 G. 3, c. 84.

39 G. 3, c. 95;

39 & 40 G. 3,

c. 34;

41 G. 3, c. 97;

42 G. 3, c. 95,

s. 9;

45 G. 3, c. 34.

By the Act 27 G. 3, c. 19, s. 11, it was made lawful to import into this country from Gibraltar in British ships, the produce of Morocco imported into Gibraltar from places not lying to the southward of Mogadore; and see 3 G. 4, c. 43, s. 9.

27 G. 3, c. 19,

s. 11.

3 G. 4, c. 43,

s. 9.

7 G. 1, st. 1,

c. 21.

The Act 7 G. 1, st. 1, c. 21, provided that no goods the produce of places within the limits of the East India Company's charter should be imported into Ireland, the Channel Islands, or the British possessions in Africa or America, except from Great Britain. This rule continued in force (except as regards Ireland) till the Consolidation of 1825.

By 33 G. 3, c. 63, it was made lawful to import the produce of places in Asia, Africa, or America, not being within the limits of the Company's charter, into Great Britain from Ireland.

33 G. 3, c. 63.

The sections in the Act of 1822, 3 G. 4, c. 43, which relate to this portion of the subject, are the 2d, the 8th and the 9th. They prescribe pretty much the same regulations as those which at present exist; that is to say, the 2d section limits the restriction as to the places whence the produce of Asia, Africa, and America, may be brought, to a prohibition against importing it from Europe; and the 8th and 9th sections establish the exceptions as to the dominions of the Grand Seigneur, &c. very nearly in the same terms as the exceptions in the present law.

3 G. 4, c. 43.

Note on the East India Trade.

The trade with the East Indies has always been treated as exceptional. The exclusive right of trading within certain limits long enjoyed by the Company, and the peculiar nature of the Company's jurisdiction, have no doubt contributed to render it so.

The two points most worthy of notice are, 1st, the concession of the rights of British ships to ships not fulfilling all the usual requisites of the law; and 2d, the admission of certain foreign ships to an equality in some respects with British ships.

On the first point reference should be made to the statute 21 G. 3, c. 65, s. 33, which provided that ships belonging to the East India Company should be held to be British-owned, although the stock of the Company was held by a considerable proportion of foreigners.

21 G. 3, c. 65,

s. 33.

The next important statute is 35 G. 3, c. 115 (continued by 42 G. 3, c. 20), which allows to ships, built within the territories of the Company or in places in the East Indies under British protection, and owned by the Company, the privileges of British ships in trade with India, though such ships be not British-built or duly registered.

35 G. 3, c. 115.

42 G. 3, c. 20.

- Appendix.** When the exclusive privileges of the Company were broken in upon (by 53 G. 3, c. 155) the same privilege was allowed to be extended to similarly circumstanced vessels the property of private individuals, by Order in Council (s. 30). This privilege was continued by 54 G. 3, c. 35. But by 55 G. 3, c. 116, the registry laws of this country were extended to India, and from that time none but British-built ships were to be entitled to the privileges of British vessels. Exceptions were made as to ships under 350 tons burden, and also as to ships the property of British subjects and built or building before 1st January 1816; but these classes of ships were only to be employed in trade within the limits of the Company's charter.
- 4 G. 4, c. 41.
4 G. 4, c. 80.
6 G. 4, c. 110.
3 & 4 Vict.
c. 56.
- This Act was repealed by the statutes 4 G. 4, c. 41, and 4 G. 4, c. 80, which extended the British law of registry to India without any exception. But by 6 G. 4, c. 110, provision was again made for the trade of ships built prior to 1816, and having continued in the possession of British owners ever since; and by a subsequent Act (3 & 4 Vict. c. 56), which is still in force, the Governor-General in Council has power to declare all ships built within the limits of the charter, and owned by Her Majesty's subjects for whom he has the power to legislate, to be entitled to the privileges of British ships within those limits. By the 4th section of the same Act the Governor-General has the power of conferring the same privileges on ships belonging to states in subordinate alliance or having subsidiary treaties with the East India Company.
- 4 G. 4, c. 80,
s. 20.
s. 21.
s. 23.
- With regard to the navigation of East India ships it is sufficient to notice that by the 20th sec. of 4 Geo. 4, c. 80 (still in force), as well as by the sec. of the Navigation Act, Lascars and other natives of Asia are not to be deemed British seamen. But, by s. 21 of the above-mentioned Act, any number of Lascars may be employed, provided only that there be four British seamen to every hundred tons of the vessel's burden; and by s. 23, it appears that British seamen need not be employed in certain voyages within the limits of the charter.
- 37 G. 3, c. 117.
- On the subject of the privileges granted to the vessels of foreign countries in the trade with India, reference must be made to the Act 37 G. 3, c. 117 (still in force, or at least still unrepealed,) which authorises the directors of the East India Company, subject to the approval of the Board of Control, to make such regulations as they think fit with respect to the trade to be carried on in ships of countries in amity with Her Majesty.
- 59 G. 3, c. 54,
s. 6.
8 & 9 Vict. c. 90,
s. 9.
3 & 4 Vict. c.
56.
- Notice should also be taken of the Act 59 G. 3, c. 54, s. 6, permitting vessels of the United States to clear out from this country for the principal British settlements in the East Indies, which Act is still in force, and is further extended by 8 & 9 Vict. c. 90, s. 9. And reference must also be made to the 4th section of the Act 3 & 4 Vict. c. 56, above quoted.
- 41 G. 3, c. 37.
- See also 41 G. 3, c. 37, which allowed rice and other grain to be imported into this country from India in the ships of any country in amity, however navigated.

III. Trade with Europe.

Appendix.

Law in 1660.

"No goods or commodities of the growth, production, or manufacture of Muscovy, or of any of the countries, dominions, or territories to the Great Duke or Emperor of Muscovy or Russia belonging; also no sort of masts, timber, or boards, no foreign salt, pitch, tar, rosin, hemp or flax, raisins, figs, prunes, olive oils, no sorts of corn or grain, sugar, pot-ashes, wines, vinegar, or spirits, called aqua-vitæ, or brandy-wine, shall be imported into England, Ireland, Wales, or town of Berwick-upon-Tweed, in any ship or ships, vessel or vessels whatsoever, but in such as do truly and without fraud belong to the people thereof, or some of them, as the true owners and proprietors thereof, and whereof the master and three-fourths of the mariners at least are English: and no currants nor commodities of the growth, production, or manufacture of any of the countries, islands, dominions, or territories to the Ottoman or Turkish empire belonging, shall be imported into any of the aforementioned places in any ship or vessel but which is of English build, and navigated as aforesaid, and in no other, *except only such foreign ships and vessels as are of the build of that country or place of which the said goods are of the growth, production, or manufacture respectively, or of such port where the said goods can only be, or most usually are, first shipped for transportation, and whereof the master and three-fourths of the mariners at least are of the said country or place.*"—(12 Car. 2, c. 18, s. 8.)

N.B.—The exception which is placed in italics was held to apply to the whole clause, and not to Turkish goods only.

N.B. 2.—See also the 2d rule relating to the trade with Asia, Africa, and America, and the 1st and 4th notes thereon, all which partially apply to the European trade likewise.

Law in 1847.

"The several sorts of goods hereinafter enumerated, being the produce of Europe; (that is to say) masts, timber, boards, tar, tallow, hemp, flax, currants, raisins, figs, prunes, olive oil, corn or grain, wine, brandy, tobacco, wool, shumac, madders, madder roots, barilla, brimstone, bark of oak, cork, oranges, lemons, linseed, rapeseed, and cloverseed, shall not be imported into the United Kingdom to be used therein, except in British ships, or in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported."—(8. & 9 Vict. c. 88, s. 2.)

N.B.—But such goods, not being otherwise prohibited, may be warehoused for exportation, though brought in other ships.—(*Ib.* s. 22.)

N.B. 2.—Her Majesty may allow ports to be used as national ports by the ships of countries, within the dominions of which the ports do not lie, but for the exportation of the produce of which they are convenient outlets.—(See 3 & 4 Vict. c. 95.)

Intermediate History of the Law.

The rule established by the Navigation Act relative to the European trade was considered unsatisfactory for two reasons: first, because it permitted British ships to import European goods from any part of Europe, though they were not of the growth or produce of that part, and, consequently, enabled our Dutch rivals to collect all manner of articles in their ports, and thence to send them over to this country, thus competing with us in the longer part of the voyage, and being excluded only from the shorter part; secondly, because it enabled them to do the same with respect to goods from the plantations, provided they subjected them to some manufacturing process so as to give them a Dutch character. To prevent these evasions of the spirit of the law it was enacted by the Statute of Frauds (13 & 14 Car. 2, c. 11, s. 23) that no sort of wines, other than Rhenish, no sort of spicery, grocery, tobacco, pot-ashes, pitch, tar, salt, rosin, deal boards, fir timber, or olive oil, should be imported into England, Wales, or Berwick, from the Netherlands or Germany, in any sort of ships or vessels whatsoever. 13 & 14 Car. 2, c. 11, s. 23.

The following are the several instances in which this rule was subsequently relaxed: by 1 Ann. stat. 1, c. 12, s. 112, it was made lawful to import from Hamburg wines the produce of Hungary; by 6 G. 1, c. 15, certain descriptions of German timber may be imported in British ships from German ports; by 22 G. 3, c. 78, drugs, wines, and thrown silk, of Hungary and Germany, may be imported from the Austrian Netherlands, or from any port of Germany, as from the place of their production; by 27 G. 3, c. 13, s. 22, it was made lawful to import French wines and olive oil from the French dominions in the Netherlands; by 56 G. 3, c. 37, prunes, the produce of Germany, may be imported into this country. 1 Ann. stat. 1, c. 12, s. 112. 6 G. 1, c. 15. 22 G. 3, c. 78. 27 G. 3, c. 13, s. 22. 56 G. 3, c. 37.

Appendix.

Some embarrassing questions having from time to time arisen as to the right of importing the produce of particular European states in ships built in countries incorporated into those states subsequent to the passing of the Navigation Act; for instance, a question whether Prussian produce might be imported in ships built in East Friesland; it was enacted by 22 G. 3, c. 78, that the enumerated articles might be imported in ships the property of subjects under the same sovereign as the country of which such goods were the produce, although the country or place where such ship was built, or to which she belongs, was not under the dominion of such sovereign at the time of passing the Act of Navigation. It will be observed that this statute not only effected its immediate purpose of putting all the dominions of any sovereign on the footing of one country for the purposes of the Navigation Law, but also extended the right of importing, originally confined to ships "built in" the country of export, to ships "belonging to" such country. This, which appears to have been an act of inadvertence on the part of the framers of the statute, was rectified by the Act 27 G. 3, c. 19, s. 10, which provided that the enumerated articles should only be imported in British ships [see note (A.) as to the effect of this statute], or in ships "the build of any country or place in Europe belonging to, or under the dominion of the sovereign or state in Europe of which such goods or commodities are the growth, production, or manufacture, or of such ports where those goods can only be, or most usually are, first shipped for transportation." This Act was among those repealed in 1822, and for the next three years there seems to have been no provision in the law analogous to it; but on the Consolidation of 1825 the proviso was introduced into the Navigation Act, which is still retained, "that the country of every ship shall be deemed to include all places which are under the same dominion as the place to which such ship belongs." (6 G. 4, c. 109, s. 15.)

6 G. 4, c. 109,
s. 15.

3 G. 4, c. 43,
s. 6.

The Act of 1822 (3 G. 4, c. 43, s. 6) made an important alteration in the law, by allowing importations of the enumerated goods to be made either in ships of the country of which the goods are the produce, or in ships of the country from which the goods are imported. At the same time the prohibitions against the importation of articles from the Netherlands, Germany, Turkey, and Russia, were taken off. The grounds of these important modifications of our navigation system are stated in Mr. Huskisson's speech in the House of Commons on the 12th May 1826.

By 1822 tallow and tobacco had been added to the list of enumerated articles; since that time wool, shumac, madder, barilla, brimstone, bark, cork, oranges, lemons, linseed, rapeseed, and cloverseed, have also been added, while salt, pitch, rosin, pot-ashes, wine, and sugar have been struck out.

3 & 4 Vict.
c. 95.

The only alteration of any consequence that has been made in the European trade, since the Consolidation of 1825, is that effected by the Act 3 & 4 Vict. c. 95, noticed in the summary of the existing law, which was passed in 1840, in order to carry out the stipulation of the Austrian treaty of 1838, that Austrian vessels should be allowed to import Turkish produce from the mouth of the Danube.

IV. *The Coasting Trade.*

Appendix.

Law in 1660.

Law in 1847.

"It shall not be lawful for any person or persons whatsoever to load or cause to be laden, and carried in any bottom or bottoms, ship or ships, vessel or vessels whatsoever, whereof any stranger or strangers born (unless such as shall be denizens or naturalised) be owners, part-owners, or master, and whereof three-fourths of the mariners at least shall not be English, any fish, victual, wares, goods, commodities, or things, of what kind or nature soever the same shall be, from one port or creek of England, Ireland, Wales, Islands of Guernsey or Jersey, or Town of Berwick-upon-Tweed, to another port or creek of the same, or of any of them."—(12 Car. 2, c. 18, s. 6.)

"No goods or passengers shall be carried coastwise from one part of the United Kingdom to another, or from the United Kingdom to the Isle of Man, or from the Isle of Man to the United Kingdom, except in British ships."—(8 & 9 Vict. c. 88, s. 8.)

Intermediate History of the Law.

It will be observed that the Navigation Act does not prevent foreign built vessels from engaging in the coasting trade. The prohibition extends only to such as are foreign owned. By the Act 1 Jac. 2, c. 18, an extra duty of 5s. per ton for every voyage, was laid upon all foreign built ships engaged in this trade. Subsequently, by 34 G. 3, c. 68, (extended to Irish ships by 42 G. 3, c. 61,) it was enacted, that vessels engaged in the coasting trade should be wholly navigated by British subjects, and this provision is still in force by virtue of the definition of a British ship given in the 12th section of the Act 8 & 9 Vict. c. 88. The absolute restriction of the coasting trade to British built ships was not introduced till the Consolidation in 1825.

The trade with the Isle of Man was put on the footing of a coasting trade in 1844.

Note (A.)—*British Ships.*

Though it may be generally stated that the Navigation Laws give a preference to "British ships," there is an ambiguity in the phrase which renders further explanation necessary.

Under the existing law (8 & 9 Vict. c. 88, s. 13), no vessel is admitted to be a British ship unless registered as such, and navigated by a British master, and by mariners of whom three-fourths are British subjects, and no ship can be registered as British unless she be owned by British subjects, and be of the build of a part of the British dominions; so that there are now three elements in the idea of a British vessel, the ownership, the build, and the navigation.

But in some of the early statutes these three elements were not all required, particularly in the Act of Navigation, which generally takes no notice of the build of the vessels in which the importations and exportations are to be carried on. In going through its provisions, it will be observed that—

1. The plantation trade is confined to the two following classes of ships:

(a.) Ships owned by the people of England, Ireland, &c. and

(b.) Ships built in the plantations and owned by the people thereof:

It being in both cases required that the ships should be navigated by English.

2. The trade between this country and Asia, Africa, and America is confined to ships owned by people of England, &c., or of the British possessions, duly navigated by English; nothing being said about the country in which the ships are built.

3. The European trade is confined—

(a.) So far as relates to Russian goods, and the bulk of the enumerated articles, to ships owned by people of England, &c. and duly navigated, or to ships of the country of export.

(b.) So far as relates to currants and Turkish goods, to ships English-built and navigated, or to ships of the country of export.

Appendix.

4. The coasting trade is confined to English-owned and English-navigated vessels.

5. In importations of fish double aliens' duties are charged on fish caught in other than English-owned vessels.

It will therefore be evident, that out of seven provisions only two have any reference to the build of vessels, while, of those two, one (3. b.) has no reference to their ownership.

On further examination of the Navigation Act, it will be seen that exceptions from its general rules are in two instances (Levant goods and East India goods), made in favour of certain importations in English-built shipping; while in two other instances (Spanish and Portuguese colonial goods, and bullion and prize goods), they are in favour of importations in English-owned shipping.

Lastly, provision is made, in the 10th and 11th sections of the Act, for the prevention of frauds in the purchase of foreign-built ships, and for securing that such ships shall be wholly owned by English before they can avail themselves of the privileges which the Act confers on English-owned ships.

13 & 14 Car. 2,
c. 11.

Thus far the Act of Navigation. The Statute of Frauds (13 & 14 Car. 2, c. 11) enacts (sec. 6, par. 2) that no foreign built ship (that is to say, not built in [England, &c. or] any of his Majesty's dominions in Asia, Africa, or America) except ships purchased before a given day, and except prize ships, "shall enjoy the privilege of a ship belonging to England or Ireland, although owned or manned by English," "but all such ships shall be deemed as aliens' ships, and be liable unto all duties that aliens' ships are liable unto," &c. The former of the two passages placed within inverted commas would, if it stood alone, appear to require that all English-owned ships should, in order to obtain a right to the privileges conceded to them by the Act of Navigation, be also British-built, but it seems that the second passage restrains its application to the case of duties, which are higher on aliens' ships than on British ships.

15 Car. 2, c. 7,
s. 6.
7 & 8 W. 3,
c. 22, s. 2.

By a subsequent Act (15 Car. 2, c. 7, s. 6) no goods from Europe are to be imported into the British possessions except in English-built shipping; and see s. 8 of the same Act. And by the Plantation Act (7 & 8 Will. 3, c. 22, s. 2), all importations into, and exportations from the possessions, must be in English-owned, English-built, and English-navigated vessels.

Prize-ships, however, if British-owned, are and always have been entitled to the privileges of British vessels.

7 & 8 W. 3.

It may be noticed here, that the system of registering vessels is first prescribed in the Act of 7 & 8 Will. 3.

26 G. 3, c. 60.

In 1786, an Act was passed (26 Geo. 3, c. 60) by which it was provided, that for the future no ships should be entitled to the privileges of British ships, but such as were British-built as well as British-owned and navigated. Exceptions were made in favour of foreign ships built before May 1786, and belonging at that date to English owners. These might still engage in all such voyages as were previously open to British-owned ships not necessarily of British build. From the time that these ships of 1786 and older date became worn out, the term "British ship" acquired the sense in which it is now used, except as regards the coasting trade, for which a further provision has been made, in respect of the composition of the crew, as stated under the head "Coasting Trade."

34 G. 3, c. (8).

It is also necessary to notice the effect of some clauses in the Act 34 Geo. 3, c. 68, which provide that no ship, registered or required to be registered as a British ship, shall import or export any articles whatsoever unless it be duly navigated by British subjects. This places a restriction, previously unknown, upon the export trade of this country to foreign parts, and upon the import from Europe of other articles than those enumerated in the Act of Navigation. The Act further provides, that no such ship or vessel shall be navigated at all but by a master, and three-fourths at least of the mariners, British subjects. The corresponding provision in the present Act of Navigation is, that no British ship may depart from a British or colonial port unless duly navigated (sec. 19).

NAVIGATION LAWS.

RETURN containing a REPRINT of the APPENDIX
to the FIFTH REPORT from the SELECT
COMMITTEE on the NAVIGATION LAWS,
1847, entitled "A Comparative View of the
NAVIGATION LAW of 1660 and 1847."

(*Sir Howard Vincent.*)

*Ordered, by THE HOUSE of COMMONS, to be Printed,
7 August 1902.*

[*Price 2½d.*]

WAGES AND EFFECTS OF DECEASED SEAMEN.

ACCOUNT of the SUMS Received and Paid by the BOARD OF TRADE in respect of the WAGES and EFFECTS of DECEASED SEAMEN, from the 1st April 1900 to the 31st March 1901.

			Cash.		2½ per Cent. Stock.	
			£.	s. d.	£.	s. d.
Balance on 31st March 1900, shown in the preceding Account			2,553	19 4	13,500	- -
			(=£14,630 13 4 cash)			
1894-95	2,308 18 5	1896-97	2,181 8 7	1898-99	3,014 7 2	
1895-96	2,486 0 8	1897-98	1,954 15 11	1899-1900	5,339 1 11	
Amount received from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 2,515 Deceased Seamen			16,716	12 9		
Interest received on 2½ per Cent. Stock			320	0 9		
Amount paid in Year ended 31st March 1901 to the Relatives and Representatives of Deceased Seamen, viz.:-			£.	s. d.	19,592	12 10
			14,181	18 9		
1894-95	42 12 -	1898-99	163 15 8			
1895-96	23 17 8	1899-1900	2,705 19 3			
1896-97	19 5 1	1900-01	11,199 12 5			
1897-98	27 16 8					
Amount unclaimed, received prior to 1st April 1895, surrendered to Vote 9, Class II., as an appropriation in Aid			£.	s. d.	2,166	6 5
Amount of Interest on invested portion of unclaimed Wages and Effects also surrendered			322	0 9	2,488	7 2
			16,670	5 11		
			£.	s. d.	2,922	6 11
					13,500	- -
					(=£14,630 13 4 cash)	
BALANCE unclaimed on 31st March 1901, viz.:-						
1895-96	2,462 3 -	1898-99	2,851 11 6			
1896-97	2,162 3 6	1899-1900	2,634 14 3			
1897-98	1,926 19 3	1900-01	5,515 8 9			
			£.	s. d.	17,553	0 3

Board of Trade,
30th November 1901.]

T. W. P. Blomefield,
Assistant Secretary.

Exchequer and Audit Department,
Somerset House, London, W.C.

I hereby certify that the Statement of the Account of Wages and Effects of Deceased Seamen, as rendered by Sir T. W. P. Blomefield, Bart., Assistant Secretary to the Board of Trade, from 1st April 1900 to 31st March 1901, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict. c. 39; and that the Charge and Discharge on the said Account are as follows:-

Charge	£.	s. d.
Discharge	19,592	12 10
	16,670	5 11

and that on the said Account the Accounting Officer is indebted in the sum of Two Thousand Nine Hundred and Twenty-two pounds Six shillings and Elevenpence

Given under my hand this 30th day of December 1901.

F. Phillips,
Assistant Comptroller and Auditor

WAGES AND EFFECTS OF DECEASED
SEAMEN.

ACCOUNT of the Sums Received and Paid in
respect of the WAGES and EFFECTS of DECEASED
SEAMEN in the Year ended 31 March 1901:

(Presented by His Majesty's Command.)

*Ordered, by The House of Commons, to be Printed,
28 January 1902.*

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SEAMEN'S SAVINGS BANKS, MONEY ORDERS,
TRANSMISSION OF WAGES.

ACCOUNT of all DEPOSITS Received and Repaid by the Board of Trade on account of Seamen's Savings Banks, under the Authority of the MERCHANT SHIPPING ACT, 1894, during the Year ended 20th November 1900, and of the Interest thereon :

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued and Paid at PORTS in the UNITED KINGDOM and at PORTS ABROAD from 1855 to 31st March 1901 :

ALSO,

STATEMENTS showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Home and Foreign, from 1878 to 31st March 1901.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT)

*Ordered, by The House of Commons, to be Printed,
17 January 1902.*

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E. PONSONBY, 116, GRAFTON STREET, DUBLIN.

SEAMEN'S SAVINGS BANKS.

Year ended 20th November 1900.

AN ACCOUNT of all Deposits Received and Repaid by the BOARD OF TRADE under the Authority of the MERCHANT SHIPPING ACT, 1894, 57 & 58 Vict. c. 60, during the Year ended 20th November 1900, and of the Interest thereon.

Note.—The Account is made up to the 20th of November, that being the date to which Interest for Savings Banks is calculated by the Commissioners for the Reduction of the National Debt.

RECEIPTS.

	£	s.	d.
Balance on 20th November 1899 - - - - -	242,049	11	5
Amount received from Depositors during the Year ended 20th November 1900, viz. :—			
From Depositors in the Seamen's Savings Bank - - - - -	79,630	-	11
From Depositors in the Seamen's Temporary Deposit Bank at the Mercantile Marine Office at Liverpool - - - - -	6,525	13	-
		86,155	13 11
Amount of Interest received from the Commissioners for the Reduction of the National Debt during the Year ended 20th November 1900 (of which amount 5,564 <i>l.</i> 0 <i>s.</i> 11 <i>d.</i> has been credited to the Depositors' Accounts) - - - - -		6,635	2 6
	£.	334,840	7 10

PAYMENTS.

	£	s.	d.
Repayments during the Year ended 20th November 1900, viz. :—			
To Depositors in the Seamen's Savings Bank: - - - - -	83,679	3	10
To Depositors in the Seamen's Temporary Deposit Bank at the Mercantile Marine Office at Liverpool - - - - -	6,531	4	0
		90,210	7 10
Transferred to Vote 9, Class II., for estimated cost of services rendered by Mercantile Marine Officers; to Vote 8, Class II., for work done at the Board of Trade; and to Postmaster General for Postage - - - - -		545	- -
Balance as under :—			
Invested with Commissioners for the Reduction of the National Debt - - - - -	241,567	-	9
In the hands of His Majesty's Paymaster General - - - - -	2,517	19	3
		244,085	- -
	£.	334,840	7 10

	£	s.	d.
Due to 5,728 Depositors, including Interest to 20th November 1900 - - - - -	240,386	14	11
Surplus Interest - - - - -	3,698	5	1
	£.	244,085	- -

Board of Trade, }
30 November 1901. }

T. W. P. Blomefield.
Assistant Secretary.

SEAMEN'S MONEY ORDERS.

YEARS 1855 to 31st MARCH 1901.

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS issued and Paid at PORTS in the UNITED KINGDOM, and at PORTS ABROAD, from 1855 to 31st March 1900, inclusive.

						ISSUED.			PAID.				
						Number.	Amount.			Number.	Amount.		
							£.	s.	d.		£.	s.	d.
At Ports in the United Kingdom from 1st May 1855 to 31st March 1900, and at Ports Abroad from 1st April 1865 to 31st March 1900.						2,706,037	15,182,450	19	10	2,705,493	15,178,518	1	■
At Ports in the United Kingdom during the Year ended 31st March 1901. (Home* and Foreign†.)						48,712	284,921	10	1	{ 48,778	*284,681	4	6
										{ 2,575	†37,225	9	-
At the following Ports Abroad during the Year ended 31st March 1901, viz. :—						2,664	38,848	12	5	{ 50	†901	8	3
										{ 1	*2	-	-
PORTS.	No. issued.	Amount.			PORTS.	No. issued.	Amount.						
		£	s.	d.			£	s.	d.				
Aden -	2	65	-	-	Brought forward	1,825	25,931	18	8				
Amsterdam -	■	1,212	5	11	Malaga -	1	2	10	-				
Antwerp -	369	4,836	17	6	Manila -	29	553	7	-				
					Marseilles -	111	1,959	12	8				
Baltimore -	16	335	10	-	Monte Video -	1	35	-	-				
Bombay -	20	253	11	-									
Bordeaux -	6	62	-	-	Nantes -	31	591	-	-				
Boston -	50	1,710	5	-	New Orleans -	38	321	5	-				
Boulogne -	9	190	-	-									
Brake -	13	218	-	-	Odessa -	5	107	10	-				
Bremen -	16	47	10	-	Ostend -	■	2,858	-	-				
Bremerhaven -	50	547	8	6									
Buenos Aires -	7	45	15	-	Pensacola -	2	63	17	1				
					Philadelphia -	58	1,007	19	6				
Calcutta -	■	1,101	18	-	Portland, Maine -	7	130	10	-				
Callao -	37	372	10	-									
Chittagong -	1	26	-	-	Riga -	1	5	-	-				
Cronstadt -	1	1	10	-	Rosario -	2	5	-	-				
					Rotterdam -	377	4,500	14	10				
Dordrecht -	1	8	-	-	Rouen -	7	118	5	-				
Dunkirk -	118	1,696	10	6									
					San Francisco -	11	367	1	7				
Fiume -	2	48	9	-	St. Nazaire -	13	136	2	-				
					Stockholm -	3	9	-	-				
Genoa -	29	626	10	-									
Ghent -	37	1,000	18	-	Valparaiso -	14	144	19	1				
Gothenburg -	■	43	-	-									
Hamburg -	785	10,829	10	3									
Håvre -	43	627	-	-									
Leghorn -	2	26	-	-									
Carried forward	1,825	25,931	18	8	TOTAL -	2,664	38,848	12	5				
						2,757,413	15,506,221	2	4	2,756,882	15,501,328	2	11
						2,756,882	15,501,328	2	11	-	-	-	-
Balance due by Board of Trade on account of Orders unpaid on 31st March 1901.						531	4,892	19	5	-	-	-	-
Amount in hand on 31st March 1901, on account of Commission and Exchange										-	£.	s.	d.
										-	118	-	6

Board of Trade, }
30 November 1901.

T. W. P. Blomefield,
Assistant Secretary.

TRANSMISSION OF WAGES (HOME).

STATEMENT showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, from 1st February 1878 to 31st March 1901, inclusive.

	RECEIPTS.	PAYMENTS.
	£. s. d.	£. s. d.
From 1st February 1878 to 31st March 1900 - -	3,504,393 6 6	3,502,041 2 5
From 1st April 1900 to 31st March 1901 - - (as per Summary below)	186,546 16 3	186,792 12 5
£.	3,690,940 2 9	3,688,833 14 10

Balance in hand on 31st March 1901 - - - £. 2,106. 7. 11.

RECEIPTS.	PORT.	PAYMENTS.
£. s. d.		£. s. d.
—	Board of Trade - - - - -	5,353 8 11
—	General Post Office (Inland Towns) - - -	3,514 15 6
	Local Marine Boards :	
278 12 3	Aberdeen - - - - -	567 10 2
40 18 6	Belfast - - - - -	2,226 15 11
4,212 15 8	Bristol - - - - -	2,520 10 8
14,388 18 6	Cardiff - - - - -	17,576 - 5
8,424 1 3	Barry - - - - -	4,650 17 3
2,112 17 8	Penarth - - - - -	1,235 12 9
874 15 8	Cork - - - - -	1,069 17 7
2,340 12 6	Dublin - - - - -	1,221 7 2
3,570 11 1	Dundee - - - - -	2,008 17 -
9,133 10 9	Glasgow - - - - -	10,334 9 10
782 - 1	Greenock - - - - -	1,605 13 11
17,559 15 3	Hull - - - - -	7,966 17 2
3,933 2 1	Leith - - - - -	3,279 5 11
20,129 10 7	Liverpool - - - - -	34,368 6 7
10,170 3 4	London, Dock-street - - - - -	8,747 17 4
1,741 12 9	Newcastle - - - - -	4,485 16 7
1,319 11 3	Plymouth - - - - -	1,150 11 11
5,678 4 8	Shields, North - - - - -	5,556 16 3
8,657 9 3	" South - - - - -	10,023 8 7
2,225 14 -	Sunderland - - - - -	3,613 13 4
	Board of Trade Offices :	
6,637 5 11	Avonmouth - - - - -	916 8 6
2 7 5	Gourock - - - - -	569 14 6
- - -	Gravesend - - - - -	1,368 12 7
474 2 4	Grimsby - - - - -	787 1 8
11,614 12 6	London, Poplar - - - - -	10,877 13 8
7,776 5 4	" Tilbury - - - - -	670 3 5
16,616 11 11	" Victoria Docks - - - - -	2,635 - 2
5,278 - 9	Manchester - - - - -	2,189 19 10
3,400 13 5	Newport, Mon. - - - - -	5,407 6 11
330 9 6	Queenstown - - - - -	222 4 8
5,226 3 -	Southampton - - - - -	5,420 16 9
1,301 17 5	Swansea - - - - -	3,164 2 3
10,313 9 8	Other Ports - - - - -	19,484 16 10
£. 186,546 16 3		£. 186,792 12 5

Board of Trade, }
30 November 1901. }

T. W. P. Blomefield,
Assistant Secretary.

TRANSMISSION OF WAGES (FOREIGN).

STATEMENT showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Foreign, from 23rd August 1894 to 31st March 1901, inclusive.

	RECEIPTS.	PAYMENTS.
	£. s. d.	£. s. d.
From 23rd August 1894 to 31st March 1900 - -	221,221 8 4	220,546 - 11
From 1st April 1900 to 31st March 1901 (as per Summary below).	49,578 4 6	48,811 2 1
£.	270,799 12 10	269,357 3 -
Balance in hand on 31st March 1901 - - - £. 1,442 9 10		

RECEIPTS.	PLACE.	PAYMENTS.
£. s. d.		£. s. d.
18,580 4 4	Antwerp - - - - -	3,115 4 11
7,745 18 5	Dunkirk - - - - -	1,013 18 -
10,489 2 7	Hamburg - - - - -	1,415 14 6
12,810 14 11	Rotterdam - - - - -	2,033 4 4
2 4 3	Board of Trade - - - - -	292 17 7
	Local Marine Boards :	
	Aberdeen - - - - -	113 10 8
	Belfast - - - - -	463 5 10
	Bristol - - - - -	574 16 3
	Cardiff (including Barry and Penarth) - - -	5,364 5 9
	Cork - - - - -	174 1 3
	Dublin - - - - -	417 8 5
	Dundee - - - - -	468 4 11
	Glasgow - - - - -	2,033 15 5
	Greenock - - - - -	426 13 9
	Hull - - - - -	1,921 1 11
	Leith - - - - -	908 15 7
	Liverpool - - - - -	6,034 9 10
	London, Dock Street - - - - -	6,053 9 11
	Newcastle - - - - -	827 17 -
	Plymouth - - - - -	101 9 7
	Shields, North - - - - -	755 19 4
	„ South - - - - -	1,809 10 -
	Sunderland - - - - -	766 16 6
	Board of Trade Offices :	
	Gourock - - - - -	9 11 6
	Gravesend - - - - -	162 3 7
	Grimsby - - - - -	192 2 5
	London, Poplar - - - - -	3,754 14 8
	„ Tilbury - - - - -	8 5 6
	„ Victoria Docks - - - - -	248 6 7
	Manchester - - - - -	536 12 1
	Newport - - - - -	755 4 1
	Queenstown - - - - -	91 4 8
	Southampton - - - - -	116 12 3
	Swansea - - - - -	1,116 13 7
	Other Ports (Customs Outports) - - -	4,782 19 11
£. 49,578 4 6	£	48,811 2 1

Board of Trade, }
30 November 1901.

T. W. P. Blomefield,
Assistant Secretary.

SEAMEN'S SAVINGS BANKS,
MONEY ORDERS,
AND TRANSMISSION OF WAGES.

ACCOUNT of all Deposits Received and Repaid by the Board of Trade on account of Seamen's Savings Banks, under the Authority of the MERCHANT SHIPPING ACT, 1894, during the Year ended 30 November 1900 and of the Interest thereon:

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued and Paid at Ports in the UNITED KINGDOM and at Ports ABROAD, from 1855 to 31 March 1901:

ALSO,

STATEMENTS showing the RECEIPTS and PAYMENTS in connection with the Transmission of SEAMEN'S WAGES, Home and Foreign, from 1878 to 31 March 1901.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
17 January 1902.

[Price 1d.]

**SEAMEN'S SAVINGS BANKS, MONEY ORDERS,
TRANSMISSION OF WAGES.**

ACCOUNT of all **DEPOSITS** Received and Repaid by the Board of Trade on account of Seamen's Savings Banks, under the Authority of the **MERCHANT SHIPPING ACT, 1894**, during the Year ended 20th November 1901, and of the Interest thereon:

STATEMENT showing the Number and Amount of **SEAMEN'S MONEY ORDERS** Issued and Paid at **PORTS** in the **UNITED KINGDOM** and at **PORTS ABROAD** from 1855 to 31st March 1902;

ALSO,

STATEMENTS showing the **RECEIPTS** and **PAYMENTS** in connection with the Transmission of **SEAMEN'S WAGES**, Home and Foreign, from 1878 to 31st March 1902.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT)

*Ordered, by The House of Commons, to be Printed,
16 December 1902.*

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— —
1902.

SUEZ CANAL.

Returns of Shipping and Tonnage: 1899, 1900, and 1901.

[In continuation of "Commercial No. 2: 1901."]

The British Suez Canal Directors to the Marquess of Lansdowne.—(Received June 6.)

My Lord,

Paris, May 31, 1902.

WE have the honour to forward to your Lordship the Returns of the navigation through the Suez Canal for the year 1901, as compared with those of the two previous years 1899 and 1900.

The Returns are, as previously, comprised in nine Tables, and are in continuation of those inclosed in our despatch of the 27th April, 1901.

The following is a brief summary of their contents:—

Table No. 1.—*A Monthly Return of the Shipping, Tonnage, and Transit Receipts for the years 1899, 1900, and 1901.*

The net tonnage for the past year shows an increase of 1,085,688 tons as compared with that of 1900, and of 923,210 tons as compared with that of 1899.

The transit receipts in 1901 amounted to 100,386,397 fr., and were higher than in any previous year since the opening of the Canal, and show an increase of 9,762,789 fr. as compared with those of 1900.

No special reason can be assigned for the increase in the trade through the Canal except that the economical situation of India has recently improved, and that there has been an increased activity in the trade with the East.

Table No. 2.—*A Return of the Shipping and Tonnage for the same period of three years arranged under their respective Flags.*

The number of vessels which passed through the Canal was 3,607 in 1899, 3,441 in 1900, and 3,699 in 1901, of which 2,310 in 1899, 1,935 in 1900, and 2,075 in 1901 carried the British flag.

There has been an increase last year as compared with 1900 in the tonnage of British vessels, which amounted to 6,586,310 tons in 1899, 5,605,421 tons in 1900, and 6,252,819 tons in 1901, but the tonnage of 1899 has not been reached. During the same period, the tonnage of German vessels has steadily increased from 1,070,767 tons in 1899 to 1,466,391 in 1900 and 1,762,624 tons in 1901.

Table No. 3.—*A Comparative Return of these three years, based on Table No. 2, and giving the Percentage of the Shipping and Tonnage of the Flags engaged.*

The percentage of British vessels and their net tonnage in 1901 was 56·1 and 57·8 respectively, as against 56·2 and 57·6 in 1900 and 64·0 and 66·6 in 1899, while the percentage of German vessels and their net tonnage in 1901 was 13·8 and 16·3 respectively, as compared with 13·4 and 15·1 in 1900, and only 10·7 and 10·8 in 1899. This increase in German traffic is the most remarkable feature in the Returns. There has been a slight decrease in the percentage of French and Dutch vessels, but a small increase in Russian shipping.

Table No. 4.—A Return of the Shipping for the year 1901, arranged under its various Categories, Merchant-Vessels, Mail-Steamers, Ships of War, &c.

In this Table the shipping is divided into the various classes of merchant-vessels, mail-steamers, war-ships and transports, Government chartered vessels, and vessels in ballast. Of 2,685 merchant-vessels and vessels in ballast, of a net tonnage of 7,563,976 tons, passing through the Canal, 1,819 ships, of a net tonnage of 5,351,146 tons, were British, being 67·7 per cent. of the number and nearly 70·8 per cent. of the tonnage; 345, or 12·9 per cent., were German vessels, whose tonnage was 14·1 per cent. of the whole; France, Holland, Austria-Hungary, and Russia combined furnishing a total of 14 per cent. of the vessels and 11·9 per cent. of the tonnage of the carrying trade to the East through the Suez Canal.

Table No. 5.—A General Yearly Return of Vessels from the opening of the Canal to the present Time, showing their Gross and Net Tonnage, the Transit Receipts, and the mean Net Tonnage per Vessel.

In the ten years 1891–1900, the annual net tonnage ranged from 8,698,777 tons to 9,738,152 tons, and the transit receipts from 83,422,101 fr. to 90,623,608 fr. The average of the net tonnage was 8,588,947 tons; and of the transit receipts 80,006,013 fr.; while in 1901 the net tonnage amounted to 10,823,840 tons, and the transit receipts to 100,386,397 fr. The mean net tonnage per vessel, which in 1881 was only 1,517 tons, rose from 2,067 tons in 1891 to 2,830 tons in 1900, and to 2,926 tons in 1901.

As regards the size of vessels using the Canal, it may be remarked that 21 steamers exceeding 150 mètres (492 feet) in length passed through the Canal in 1901, the largest being the "Grosser Kurfurst" of the North German Lloyds, and the largest beam that of the Japanese iron-clad "Hatsuse," which measured 23 m. 32 c. (76 feet 6 inches).

Table No. 6.—A Monthly Return, showing the average Time occupied by Vessels in 1901, distinguishing those which navigated both by Night and Day from such as navigated by Day alone.

The mean duration of passage for all vessels navigating the Canal amounted to 18 hours 41 minutes in 1901 as compared with 18 hours 32 minutes in 1900. In 1901 the percentage of vessels navigating by night was 93·7 per cent., as against 91·2 per cent. in 1900.

Table No. 7.—A Return showing the Draught of Water of Vessels navigating the Canal during the last Sixteen years, with the Percentage of such Draught.

The percentage of vessels drawing less than 23 feet was 62·4 in 1900 as against 59·3 in 1901, while that of vessels drawing more than 23 feet was 37·6 in 1900 as compared with 40·7 in 1901.

Until the end of last year the maximum draught allowed for vessels passing through the Canal was fixed at 25 feet 7 inches, and 439 vessels, drawing more than 24 feet 7 inches, used the Canal, as compared with 302 in 1900 and 386 in 1899, representing a percentage of 10·7 in 1899, 8·8 in 1900, and 11·9 in 1901. From the 1st January, 1902, the maximum draught allowed has been raised to 26 feet 3 inches (8 mètres), and during the first four months of the current year 44 vessels have taken advantage of this improvement.

In 1891 352 vessels passed through the Canal for the first time, of which 82 belonged to shipping Companies whose vessels regularly use the Canal, and 7 steamers passed through the Canal with 30,000 tons of phosphate from Christmas Island, a British possession in the Indian Ocean.

Table No. 8.—*A Return of the Number of Troops and Passengers who passed through the Canal in 1901.*

The number of troops carried through the Canal amounted to 136,514 as against 154,249 in 1900, being a decrease of 17,735, although still above the average of previous years. There was an increase of 10,705 Turkish, 7,073 British, and 19 Belgian, against a decrease of 13,444 French, 13,250 Russian, 1,185 American, 952 Japanese, 759 Italian, 541 Dutch, 283 German, and 197 Portuguese troops as compared with 1900.

The number of civilian passengers amounted to 92,046 in 1901 as against 102,415 in the preceding year, being a decrease of 10,369, while the number of pilgrims, emigrants, and convicts was 41,631 in 1901 as compared with 25,530 in 1900, or an increase of 16,131.

Table No. 9.—*A Return showing the Number of Passengers carried through the Suez Canal from its opening in 1870 to the end of the year 1901.*

In the year 1870, 26,758 civil and military passengers were carried through the Canal; in 1880 the number rose to 98,900, in 1890 to 161,352, and in 1901 to 270,221, as against 282,203 in 1900.

We would, in conclusion, call your Lordship's attention to the Convention signed on the 1st February last between the Egyptian Government and the Suez Canal Company for the extension of the Egyptian railway system from Ismailia to Port Saïd. As your Lordship is aware, land communication between these two towns has hitherto been maintained by a narrow-gauge line, which was constructed by the Company in 1893 for their own purposes, although the general public were permitted to use it, and light goods were carried at reasonable rates. The want, however, of greater facilities of transport has long been felt, and there is no doubt that the extension of the broad gauge to Port Saïd will not only bring about a large development of traffic, but, in all probability, within no far distant period, a large increase in the commerce and maritime importance of Port Saïd.

In accordance with the terms of the Convention, the Company undertake to construct the new line and let it to the Government, who will insure its working at their own cost. The Company further undertake to carry out any additional works in the harbour of Port Saïd which may be required by the increase of its commerce.

We are glad to be able to bear testimony to the public spirit and conciliatory disposition shown by the negotiators on both sides in the conclusion of this arrangement, which will probably not only increase the prosperity of Egypt, but contribute also to the further development of the traffic on the Canal and confer a corresponding benefit on the shareholders.

We have, &c.
(Signed) J. STOKES.
H. AUSTIN LEE.
C. W. FREMANTLE.

Inclosure 1.

(No. 1.)—MONTHLY RETURN of the Shipping and Tonnage that passed through the Suez Canal, together with the Transit Receipts for the years 1899, 1900, and 1901.

Month.	1899.				1900.				1901.			
	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.
January ..	278	1,070,497	785,833	Fr. 7,101,087	259	1,028,971	730,742	Fr. 6,674,919	300	1,234,668	872,650	Fr. 8,129,243
February ..	291	1,101,931	786,158	7,275,846	268	1,060,999	732,266	6,982,915	282	1,145,696	817,836	7,546,775
March ..	366	1,363,644	977,399	9,110,342	288	1,121,523	799,810	7,405,675	330	1,299,688	920,144	8,622,346
April ..	346	1,305,305	934,735	8,660,644	294	1,169,104	828,249	7,698,204	333	1,313,275	939,164	8,796,993
May ..	328	1,205,397	867,944	8,051,383	310	1,190,643	848,692	7,940,735	343	1,367,775	982,314	9,146,795
June ..	284	1,085,031	778,300	7,124,225	253	990,154	704,783	6,474,036	278	1,150,842	824,970	7,578,222
July ..	313	1,200,734	864,779	7,854,486	308	1,240,459	866,011	8,103,700	327	1,370,993	975,129	8,982,473
August ..	306	1,204,986	865,544	7,863,646	284	1,144,466	809,989	7,757,591	295	1,205,391	865,250	8,010,416
September ..	281	1,074,439	768,611	7,054,048	310	1,236,433	830,549	8,293,976	307	1,303,362	936,114	8,684,605
October ..	279	1,121,086	801,601	7,398,496	270	1,092,873	775,762	7,202,031	299	1,242,342	884,045	8,169,660
November ..	266	1,048,784	748,385	6,956,478	277	1,151,510	826,357	7,670,615	286	1,196,029	849,516	7,844,293
December ..	269	1,034,152	756,382	6,868,095	318	1,282,098	916,937	8,419,207	317	1,338,972	956,688	8,972,576
Total ..	3,607	13,815,991	9,895,630	91,318,772	3,441	13,699,287	9,738,152	90,623,608	3,699	15,163,233	10,823,840	100,386,397

Inclosure 2.

(No. 2.)—Return showing the Number of Vessels and Tonnage that passed through the Suez Canal during the years 1899, 1900, and 1901, arranged under their respective Flags.

Flag.	1899.			1900.			1901.		
	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.	Vessels.	Gross Tonnage.	Net Tonnage.
United Kingdom	2,310	9,046,031	6,586,310	1,935	7,771,346	5,605,421	2,075	8,651,015	6,252,819
Germany	387	1,492,657	1,070,767	462	2,047,229	1,466,351	511	2,452,423	1,762,624
France	226	940,124	598,819	285	1,167,986	751,759	281	1,158,077	756,782
Holland	206	583,010	418,867	232	704,458	506,976	230	709,548	508,578
Austria-Hungary	101	371,564	266,359	126	467,605	341,328	138	555,063	408,518
Russia	55	266,444	171,589	100	451,151	307,172	129	537,055	383,685
Japan	65	321,127	224,636	63	351,654	245,679	57	334,553	237,338
Italy	69	200,824	132,765	82	347,166	158,564	87	268,329	176,401
Spain	39	164,202	114,149	34	153,247	109,984	35	153,974	112,721
Norway	59	165,733	123,756	30	90,205	69,186	47	102,796	76,096
Denmark	21	76,195	58,061	27	97,239	72,671	20	56,178	56,746
Turkey	26	52,384	36,669	28	43,124	29,490	40	67,871	47,320
America	26	101,245	67,689	22	78,314	54,499	25	65,323	45,027
Greece	4	11,223	8,438	2	214	96	6	11,817	8,602
Belgium	5	16,758	12,411	7	16,895	12,375	4	7,036	4,873
Portugal	3	2,360	1,287	3	6,424	4,250	6	4,339	2,483
Sweden	2	1,020	591	2	2,996	2,158	4	3,739	1,574
Argentine Republic	..	..	..	1	1,777	1,117	1	1,777	1,147
Siam	1	776	538	..	..	..	1	521	345
Sarawak	..	..	..	..	..	..	1	365	231
Egypt	2	2,891	1,920	..	..	..	1	62	30
Totals ..	3,607	13,815,991	9,895,630	3,441	13,699,237	9,758,152	3,699	15,163,233	10,823,840

Inclosure 3.

(No. 3.)—RETURN showing the Percentage of the Shipping and Tonnage of all Flags that passed through the Suez Canal during the years 1899, 1900, and 1901.

Flag	1899.			1900.			1901.		
	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.	Percentage of Vessels.	Percentage of Gross Tonnage.	Percentage of Net Tonnage.
United Kingdom ..	64.0	65.5	66.6	56.2	56.7	57.6	56.1	57.1	57.8
Germany ..	10.7	10.8	10.8	13.4	15.0	15.1	13.8	16.2	16.2
France ..	6.3	6.8	6.1	8.3	8.5	7.7	7.6	7.6	7.0
Holland ..	5.7	4.2	4.2	6.8	5.2	5.2	6.2	4.7	4.7
Austria-Hungary ..	2.8	2.7	2.7	3.7	3.4	3.5	3.7	3.7	3.8
Russia ..	1.5	1.9	1.7	2.9	3.3	3.2	3.5	3.5	3.4
Japan ..	1.8	2.3	2.3	1.8	2.6	2.5	1.5	2.2	2.2
Italy ..	1.9	1.5	1.3	2.4	1.8	1.6	2.4	1.8	1.6
Spain ..	1.1	1.2	1.2	1.0	1.1	1.1	1.0	1.0	1.0
Norway ..	1.7	1.2	1.3	0.9	0.7	0.7	1.3	0.7	0.7
Denmark ..	0.6	0.5	0.6	0.8	0.7	0.8	0.5	0.5	0.5
Turkey ..	0.7	0.4	0.3	0.8	0.3	0.3	1.1	0.5	0.4
America ..	0.7	0.8	0.7	0.7	0.6	0.6	0.7	0.4	0.4
Greece ..	0.1	0.1	0.1	(A)	(A)	(A)	0.2	0.1	0.1
Belgium ..	0.1	0.1	0.1	0.2	0.1	0.1	0.1	(A)	0.1
Portugal ..	0.1	(A)	(A)	0.1	(A)	(A)	0.2	(A)	(A)
Sweden ..	0.1	(A)	(A)	(A)	(A)	(A)	0.1	(A)	(A)
Argentine Republic ..	..	..	..	(A)	(A)	(A)	(A)	(A)	(A)
Siam ..	(A)	(A)	(A)	..	..	..	(A)	(A)	(A)
Sarawak ..	..	..	..	..	..	..	(A)	(A)	(A)
Egypt ..	0.1	(A)	(A)	..	..	..	(A)	(A)	(A)
Totals ..	100	100	100	100	100	100	100	100	100

(A.) Less than 1 per 1,000.

Inclosure 4.

(No. 4.)—RETURN of Shipping and Tonnage that passed through the Suez Canal during the year 1901, arranged under their respective Flags and Categories.

Flag.	Merchant Vessels.		Mail Steamers.		War Ships and Transports.		Government-chartered Vessels.		Vessels in Ballast.		Totals.	
	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.	No.	Net Tonnage.
United Kingdom ..	1,778	5,261,887	194	786,823	48	73,943	14	80,907	41	89,359	2,075	6,252,819
Germany ..	342	1,062,258	128	643,459	9	14,843	29	136,513	3	5,551	511	1,762,834
France ..	127	310,559	126	377,789	19	28,580	15	37,838	1	2,031	281	755,782
Holland ..	192	253,520	104	255,014	4	3,044	..	..	..	..	230	508,578
Austria-Hungary ..	65	189,475	70	230,250	4	3,928	1	4,865	..	..	138	408,518
Russia ..	64	160,453	80	169,046	11	18,113	2	10,538	2	5,536	129	383,686
Japan ..	..	..	55	226,742	2	8,596	..	..	..	..	57	237,338
Italy ..	12	28,985	67	127,052	10	7,968	7	14,383	1	43	87	176,401
Spain ..	9	21,616	26	91,106	..	..	..	..	..	..	35	112,731
Norway ..	46	75,118	..	..	..	..	..	..	1	978	47	76,098
Denmark ..	20	56,746	..	..	..	..	..	..	..	..	20	56,746
Turkey ..	32	42,758	..	..	3	678	1	206	4	2,573	40	47,230
America ..	..	..	..	..	26	45,027	..	..	..	..	26	45,027
Greece ..	5	7,988	..	..	..	..	..	..	1	664	6	8,652
Belgium ..	2	4,649	..	..	..	..	..	..	2	324	4	4,973
Portugal ..	..	..	..	..	6	2,483	..	..	..	..	6	2,483
Sweden ..	4	1,574	..	..	..	..	..	..	..	..	4	1,574
Argentine Republic ..	..	..	..	..	1	1,147	..	..	..	..	1	1,147
Siam ..	1	345	..	..	..	..	..	..	..	..	1	345
Sarawak ..	1	231	..	..	..	..	..	..	..	..	1	231
Egypt ..	1	30	..	..	..	..	..	..	..	..	1	30
Totals ..	2,629	7,456,022	810	2,786,279	135	208,340	69	268,245	50	107,964	2,699	10,835,840

Inclosure 5.

(No. 5.)—YEARLY RETURN of Shipping and Tonnage that passed through the Suez Canal from its opening until the year 1901, together with the Transit Receipts.

Year.	Number of Vessels.	Gross Tonnage.	Net Tonnage.	Transit Receipts.	Mean Net Tonnage per Vessel.
				Fr.	
1869	10	10,557	6,576	54,460	657
1870	1111	654,915	436,609	5,159,327	898
1871	765	1,142,200	761,467	8,993,732	995
1872	1,082	1,744,481	1,160,743	16,407,591	1,071
1873	1,173	2,085,073	1,367,767	22,897,319	1,166
1874	1,264	2,423,672	1,631,650	24,859,383	1,290
1875	1,494	2,940,708	2,009,984	28,886,302	1,345
1876	1,457	3,072,107	2,096,771	29,974,998	1,439
1877	1,663	3,418,949	2,355,447	32,774,344	1,416
1878	1,593	3,291,535	2,269,678	31,098,229	1,425
1879	1,477	3,236,942	2,263,332	29,686,060	1,532
1880	2,026	4,344,519	3,057,421	39,840,487	1,509
1881	2,727	5,794,491	4,136,779	51,274,352	1,517
1882	3,198	7,122,125	5,074,808	60,545,882	1,586
1883	3,307	8,051,307	5,775,861	65,847,812	1,746
1884	3,284	8,319,967	5,871,500	62,378,115	1,787
1885	3,624	8,985,411	6,395,752	62,207,439	1,748
1886	3,100	8,183,313	5,767,655	56,527,390	1,860
1887	3,137	8,430,043	5,903,024	57,862,370	1,881
1888	3,440	9,437,957	6,640,834	64,832,273	1,930
1889	3,425	9,605,745	6,783,187	66,167,579	1,951
1890	3,389	9,749,129	6,890,094	66,984,000	2,033
1891	4,207	12,217,986	8,698,777	83,422,101	2,067
1892	3,559	10,866,401	7,712,028	74,452,436	2,166
1893	3,341	10,753,738	7,659,068	70,667,361	2,292
1894	3,352	11,283,854	8,039,175	73,776,827	2,398
1895	3,434	11,833,637	8,448,383	78,103,717	2,460
1896	3,409	12,039,858	8,560,283	79,569,994	2,511
1897	2,986	11,123,403	7,899,373	72,830,545	2,645
1898	3,503	12,962,631	9,238,603	85,294,769	2,637
1899	3,607	13,815,991	9,895,630	91,318,772	2,743
1900	3,441	13,699,237	9,738,152	90,623,608	2,830
1901	3,699	15,163,233	10,823,840	100,386,397	2,926

Inclosure 6.

(No. 6.)—MONTHLY RETURN of Vessels for 1901, giving the Mean Duration of Passage of such as navigated by Night, as compared with those navigating by Day only.

Month.	Mean Duration of Passage.					
	For Vessels navigating by Night as well as by Day.		For Vessels navigating by Day only.		For all Vessels.	
	Number of Vessels.	Duration.	Number of Vessels.	Duration.	Number of Vessels.	Duration.
		Hrs. m.		Hrs. m.		Hrs. m.
January	281	17 56	19	40 58	300	19 22
February	269	18 57	13	22 33	282	19 7
March	303	18 29	27	37 46	330	20 4
April	313	17 59	20	27 25	333	18 33
May	318	17 14	25	29 39	343	18 9
June	263	17 10	17	23 37	278	17 30
July	309	17 5	11	25 28	327	17 32
August	272	17 13	23	28 15	295	18 5
September	287	17 15	20	28 1	307	17 57
October	279	17 30	20	28 10	299	18 13
November	274	17 14	14	29 32	288	17 50
December	299	20 42	17	36 14	317	21 35
Totals, and total mean duration	3,467	17 54	232	30 19	3,699	18 41

Inclosure 7.

(No. 7).—RETURN showing the Draught of Water of Vessels that passed through the Suez Canal for the years 1886 to 1901, inclusive.

Year.			Vessels having a Draught of Water of—									Total Number of Vessels.
			Less than 7 metres. (22 ft. 11 in.)	7·01 to 7·10 metres. (23 ft. 3 in.)	7·11 to 7·20 metres. (23 ft. 7 in.)	7·21 to 7·30 metres. (23 ft. 11 in.)	7·31 to 7·40 metres. (24 ft. 3 in.)	7·41 to 7·50 metres. (24 ft. 7 in.)	7·51 to 7·60 metres. (24 ft. 11 in.)	7·61 to 7·70 metres. (25 ft. 3 in.)	7·71 to 7·82 metres. (25 ft. 7 in.) (a)	
1886	..	Number ..	2,426	190	143	112	125	104	..	..	..	3,100
		Percentage ..	78·26	6·13	4·61	3·61	4·03	3·36	..	..	..
1887	..	Number ..	2,359	139	173	109	151	156	..	..	..	3,187
		Percentage ..	75·19	6·03	5·52	3·48	4·81	4·97	..	..	..
1888	..	Number ..	2,469	223	197	122	147	282	..	..	..	3,440
		Percentage ..	71·77	6·48	5·73	3·55	4·27	8·20	..	..	..
1889	..	Number ..	2,436	236	218	122	149	264	..	..	..	3,425
		Percentage ..	71·12	6·89	6·37	3·56	4·35	7·71	..	..	..
1890	..	Number ..	2,395	230	189	87	165	178	53	48	44	3,389
		Percentage ..	70·67	6·79	5·58	2·57	4·87	5·25	1·56	1·41	1·30	
1891	..	Number ..	3,187	241	208	135	182	119	54	46	35	4,207
		Percentage ..	75·76	5·73	4·94	3·21	4·33	2·83	1·28	1·09	0·83	
1892	..	Number ..	2,609	225	201	120	174	103	51	44	32	3,559
		Percentage ..	73·31	6·32	5·65	3·37	4·89	2·89	1·43	1·24	0·90	
1893	..	Number ..	2,303	251	213	109	188	113	60	48	56	3,341
		Percentage ..	68·93	7·51	6·38	3·26	5·63	3·38	1·79	1·44	1·68	
1894	..	Number ..	2,206	278	218	120	228	130	47	59	66	3,352
		Percentage ..	65·8	8·3	6·5	3·6	6·8	3·9	1·4	1·7	2·0	
1895	..	Number ..	2,184	270	242	126	241	143	55	88	85	3,434
		Percentage ..	63·6	7·8	7·0	3·7	7·0	4·2	1·6	2·6	2·5	
1896	..	Number ..	2,142	240	186	98	219	162	68	130	162	3,409
		Percentage ..	62·8	7·0	5·5	2·9	6·4	4·8	2·0	3·8	4·8	
1897	..	Number ..	1,782	206	161	96	209	141	84	135	172	2,986
		Percentage ..	59·7	6·9	5·4	3·2	7·0	4·7	2·8	4·5	5·8	
1898	..	Number ..	2,151	275	171	100	244	188	87	125	162	3,503
		Percentage ..	61·4	7·8	4·9	2·8	7·0	5·4	2·5	3·6	4·6	
1899	..	Number ..	2,125	319	248	107	268	154	81	144	161	3,607
		Percentage ..	58·9	8·8	6·9	3·0	7·4	4·3	2·2	4·0	4·5	
1900	..	Number ..	2,149	258	163	111	219	139	80	142	180	3,441
		Percentage ..	62·4	7·5	4·7	3·2	6·4	4·1	2·3	4·1	5·3	
1901	..	Number ..	2,196	286	229	124	239	186	108	128	203	3,699
		Percentage ..	59·3	7·7	6·2	3·4	6·5	5·0	2·9	3·5	5·5	

(a.) Since April 15, 1890, vessels have been allowed to pass through the Canal with a draught of water of 7·80 metres (25 ft. 7 in.), and in December 1901 the "Grosser Kurfurst" passed through with a draught of water of 7·82 metres (25 ft. 8 in.). From the 1st January, 1902, the maximum draught of water has been raised to 26 ft. 3 in. (8 metres).

Inclosure 8.

(No. 8).—RETURN showing the Number and Classification of Passengers both Outward and Homeward Bound, exclusive of Ships' Crews, that passed through the Suez Canal during the years 1900 and 1901.

Classification.				1900.			1901.		
				Outward Bound.	Homeward Bound.	Totals.	Outward Bound.	Homeward Bound.	Totals.
Military—									
Russian ..	..	..	..	37,377	9,947	47,324	9,096	24,978	34,074
French ..	..	..	..	34,522	9,356	43,878	8,206	22,228	30,434
German ..	..	..	..	24,478	1,689	26,167	5,376	20,508	25,884
British ..	..	..	..	5,618	7,484	13,097	10,511	9,659	20,170
Turkish ..	..	..	..	5,162	3,273	8,435	12,888	6,252	19,140
Spanish ..	..	..	..	..	4,921	4,921	..	..	..
Italian ..	..	..	..	2,790	487	3,277	638	1,880	2,518
Dutch ..	..	..	..	981	1,735	2,716	1,263	912	2,175
American ..	..	..	..	2,635	1	2,636	176	1,325	1,501
Japanese ..	..	..	..	..	1,242	1,242	..	290	290
Portuguese ..	..	..	..	500	..	500	309	..	309
Belgian ..	..	..	..	..	..	..	..	19	19
Military total ..				114,114	40,135	154,249	48,463	88,051	136,514
Civilians ..				50,570	51,845	102,415	46,808	45,238	92,046
Pilgrims, emigrants, and convicts ..				14,689	10,841	25,530	19,188	22,473	41,661
Totals ..				179,373	102,821	282,194	114,459	155,762	270,221

Inclosure 9.

(No. 9.)—RETURN showing the Number of Passengers carried through the Suez Canal from its opening to the end of the year 1901.

Year.	Military.	Civilians.	Pilgrims, Emigrants, and Convicts.	Total Passengers on Vessels.	Total Passengers on Boats.	Total.
1870	..	..	..	26,758	..	..
1871	..	..	..	48,422	..	..
1872	..	..	..	67,640	..	..
1873	..	..	..	68,030	..	..
1874	..	..	..	73,597	..	..
1875	..	..	..	84,446	..	..
1876*	30,420	20,832	8,362	59,614	..	..
1877	39,463	24,409	8,949	72,821	..	..
1878	58,274	26,170	11,919	96,363	..	..
1879	42,775	26,697	12,672	82,144	..	..
1880	49,493	29,139	20,268	98,900	..	..
1881	43,163	35,604	8,039	86,806	..	..
1882	62,898	38,284	20,686	121,872	..	..
1883	47,919	36,149	31,529	115,597†	3,579	119,176
1884	74,318	39,007	34,993	148,298	3,618	151,916
1885	112,230	47,068	42,473	201,771	4,178	205,949
1886	84,593	55,320	27,709	167,622	3,768	171,410
1887	91,966	53,414	33,405	178,785	4,211	182,996
1888	87,131	63,103	29,231	179,465	4,430	183,895
1889	75,445	72,192	27,868	175,505	5,087	180,592
1890	67,767	69,479	18,430	155,676	5,676	161,352
1891	93,780	73,562	20,784	188,126	6,347	194,473
1892	91,743	70,239	21,929	183,912	5,907	189,820
1893	71,680	67,262	41,290	180,432	6,066	186,498
1894	73,428	71,996	20,567	165,991	17	166,008
1895	118,635	74,878	23,423	216,936	4	216,940
1896	198,520	78,652	31,055	308,227	18	308,245
1897	92,639	75,333	14,743	191,215	9	191,224
1898	122,052	79,836	17,793	219,671	56	219,727
1899	108,552	88,616	24,179	221,347	1	221,348
1900	154,249	102,415	25,530	282,194	9	282,203
1901	136,514	92,046	41,661	270,221	..	270,221

* The distinction has only been made since 1876.

† Until 1883 the passengers on boats were included in the total of passengers on vessels.

COMMERCIAL. No. 2 (1902).

SUEZ CANAL.

REVENUE of Shipping and Tonnage: 1899, 1900,
and 1901.

[In continuation of "Commercial No. 2: 1901."]

*Presented to both Houses of Parliament by Com-
mand of His Majesty. June 1902.*

LONDON:

PRINTED BY HARRISON AND SONS.

HARWICH HARBOUR.

AN ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, the 31st day of March 1902; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with a REPORT of the Conservancy Board on their Proceedings and on the Works executed by them, and on the State of Harwich Harbour, furnished by the said Conservancy Board to the Board of Trade, pursuant to "The Harwich Harbour Act, 1863," Section 6.

(As returned by the Conservancy Board to the Board of Trade.)

Board of Trade, }
June 1902. }

FRANCIS J. S. HOPWOOD.

(Presented pursuant to Section 6 of the Harwich Harbour Act, 1863.)

Ordered, by The House of Commons, to be Printed,
17 June 1902.

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1902.

REPORT OF THE HARWICH HARBOUR CONSERVANCY
BOARD.

(H. 7067.)

The Harwich Harbour Conservancy Board report that the amount received from dues on shipping for the year ended 31st March last was 2,534*l.* 14*s.* 10½*d.*, more by 270*l.* 19*s.* 0½*d.* than that received in the preceding year.

The sums received for ballast was 98*l.* 18*s.*, and for interest and other items 103*l.* 16*s.* 10*d.*, bringing up the total income for the year to 2,737*l.* 9*s.* 8½*d.*, being an increase on the total revenue to 31st March 1902 of 248*l.* 2*s.* 5½*d.*

It will be seen by the Engineer's Report, copy of which is hereunto annexed, that no works of importance have been carried out by the Board during the year, the proposed dredging scheme referred to in former reports has been under further consideration, and it is hoped that arrangements for carrying out the contemplated works will shortly be completed.

That Mr. William Murray, who held the position of Harbour Master and Collector of Dues from the year 1871 resigned his office in November last, and that Captain Alexander A. Muter, late a commander in the Khedivial steam mail line, and a Younger Brother of the Corporation of the Trinity House, has been appointed Harbour Master and Collector of Dues in Mr. Murray's place.

The Board much regret to have to report the death, in January last, of Mr. Robert Free, who was one of the Conservators appointed at the time of the Board's incorporation in the year 1863, and for the last 20 years had been its Chairman.

Mr. Edward Packard, the Conservator representing the Municipal Corporation of Ipswich, has been appointed Chairman in the late Mr. Free's place.

By order of the Board

(Signed) *Richd. S. Barnes,*

Clerk to the Board.

Harwich, 18 April 1902.

ENGINEER'S REPORT.

To the Chairman and Members of the Harwich Harbour Conservancy Board.

Gentlemen,

THERE is no perceptible difference in the present condition of the works from that named in my last Annual Report, nor evidence of further decay or damage to the superstructure of the jetties, while such gales as have occurred during the year were not of great violence, long continuance, or from a quarter in which heavy swell would be raised. In fact, the past winter has been one of unusual quiet and more free from north-easterly gales than known for many years.

It is doubtless owing to these conditions that great and rapid changes in the beach lines, along the harbour frontage of the works, such as took place during the previous year, have been almost entirely absent during the past twelve months, and that the high and low water contours have now assumed a more desirable and regular outline.

The quantity of beach carried through the main jetty from its East side to the West or harbour frontage and thence eroded and transported by the scour of the ebb current towards the Beach End shoal has been small.

Further extensive groyning of the sea shore on the Felixstowe Manor end and New Town frontages has been and is still in progress, for holding up the beach and maintaining the coast line, while whatever quantity of beach was carried westward of the groynes has been caught and retained in the deep excavations made in the beach abreast of Landguard Fort for the formation of the New Right battery, so cutting off the supply to the Beach End and main jetty.

With regard to the Beach End shoal it would appear, from the fact of H.M.S. "Severn" having grounded on its western side while coming into harbour close upon the line of the leading lights, that it is possible that the shoal is still encroaching to the westward on the fairway channel. If this is so, it may be accounted for by the natural action of the tidal currents, that of the ebb tide having its force divided and diminished by the new channel forming to the eastward of the shoal, while that of the flood tide has the same direction as before, with apparently undiminished force, producing a widening of the old fairway channel to the westward and allowing the shoal to follow it, unchecked by the formerly compensating scour of the ebb current.

The harbour leading beacons and light towers have, together with the cottage and storehouse, been painted throughout, the low beacon light protected against further mischievous damage, and the lamps and burners maintained in an efficient state.

A self-registering tide gauge has been fixed at Felixstowe Dock by the Hydrographer to the Admiralty and in action during the past twelve months; the results obtained will be of much value and interest.

No new works of any importance have been constructed within the Board's jurisdiction, and with the exception of such parts of the harbour as need the projected dredging it is generally in a satisfactory condition.

I am, Gentlemen,

Your obedient Servant

(Signed) *Thos. Miller, M.I.C.E.*

Ipswich,
April 15th, 1902.

THE HARWICH HARBOUR CONSERVANCY BOARD.

ABSTRACT of ACCOUNTS of RECEIPTS and PAYMENTS for the Period ended 31st March 1902.

RECEIPTS.	1 August 1863 to 31 March 1901.	1 April 1901 to 31 March 1902.	TOTAL.	PAYMENTS.	1 August 1863 to 31 March 1901.	1 April 1901 to 31 March 1902.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Revenue - - - - -	59,169 15 7½	2,633 13 10½	61,803 9 6	Public Works Loan Commissioners, Instalments of Loan repaid.	6,915 12 6	205 12 6	7,121 5 -
Votes by Parliament, Treasury Allowances.*	17,273 2 4	- - -	17,273 2 4	Public Works Loan Commissioners, Interest on Loan.	7,344 0 6	98 11 5	7,442 11 11
Public Works Loan Commissioners	10,000 - -	- - -	10,000 - -	Salaries and Collectors' Poundage	18,481 19 10	660 6 2	19,142 6 -
Interest - - - - -	297 2 6	103 15 10	400 18 4	Land - - - - -	2,403 11 -	- - -	2,403 11 -
Incidentals - - - - -	65 - -	- - -	65 - -	Works† - - - - -	34,945 14 5	104 18 6	35,050 12 11
				Incidental Expenses - - -	5,859 19 5	504 18 8	6,364 18 1
				Law Expenses - - - - -	1,122 2 1	- - -	1,122 2 1
				Engineering - - - - -	3,841 13 3	- - -	3,841 13 3
				Parliamentary Agents - -	700 16 8	- - -	700 16 8
				£.	81,615 9 8	1,574 7 3	83,189 16 11
				Balance :			
				Consols - - - - -	- - -	4,401 9 -	- - -
				Cash in Hands of Treasurer -	- - -	951 2 3	- - -
				Cash in Hands of Collector -	- - -	- 2 -	- - -
				On deposit - - - - -	- - -	1,000 - -	- - -
£.	86,805 0 5½	2,737 9 8½	89,542 10 2				6,352 13 3
							89,542 10 2

I certify that the above is a true Abstract of Receipts and Payments for the period ended 31st March 1902, and that the accounts have been audited by this Board.

Harwich, 18 April 1902.

I hereby certify that this Account has been examined by me, under the direction of the Board of Trade, as provided by Sec. 6 of the Harwich Harbour Act (26 & 27 Vict. c. 71), and that the same is correct.

Board of Trade,
10 May 1902.

(Signed) Richard S. Barnes,
Clerk to the Board.

T. W. P. Blomfield,
Assistant Secretary.

* This is exclusive of the various advances by the Treasury for settlement of Contractor's claims, and the expense of proceeding with the hearing of Landguard Jetty.
† This is exclusive of the 4,000*l.* paid in discharge of the balance due to the Contractor on 22nd March 1870, and of various sums paid on account of bearing Landguard Jetty.

THE HARWICH HARBOUR CONSERVANCY BOARD.

31st MARCH 1902.

STATEMENT of ASSETS and LIABILITIES of the Board at the above Date, as nearly as the same can be Estimated.

ASSETS.		LIABILITIES.	
	£. s. d.		£. s. d.
Balance in hand -	6,352 11 3	Harbour Master's Poundage on March Collection -	22 15 4
" " of Engineer -	4 3 3	Conservators' Travelling Expenses -	15 - -
Due from Harbour Master -	- 2 -	Sundry small accounts -	50 - -
	£. 6,356 16 6		£. 87 15 4

Harwich, 18 April 1902.

(Signed) Richard S. Barnes,
Clerk to the Board.

HARWICH HARBOUR.

ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, 31 March 1902; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to, and inclusive of, such last-mentioned Date; together with a REPORT of the Conservancy Board on their Proceedings and on the Works executed by them; &c.

(Presented pursuant to Section 6 of the Harwich Harbour Act, 1863.)

*Ordered, by the House of Commons, to be Printed,
17 June 1902.*

[Price 1d.]

PETERHEAD HARBOUR.

REPORTS

RESPECTING

PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C.—412.)

Presented to both Houses of Parliament by Command of His Majesty.

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1901.

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PETERHEAD HARBOUR.

REPORT

RESPECTING

PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C.—412.)

Westminster Chambers,
9, Victoria Street,
London, S.W.,
11. April 1901.

PETERHEAD HARBOUR OF REFUGE.

Engineers' Report for the year ended 31st March 1901.

SOUTH BREAKWATER.

During the past year the Breakwater was extended 120 lineal feet, and the rubble mound was added to and partially levelled up over a length of about 860 feet ahead of the superstructure.

The principal items of work comprised in the above extension are as follows :—

Rubble deposited in foundation mound - - -	17,266 tons
Levelling surface of mound for founding superstructure - - - - -	800 superficial yards
Levelling surface of berm to receive blockwork apron - - - - -	400
Concrete in mass - - - - -	330 cubic yards
Do. in blockwork - - - - -	12,921 "
Do. blockwork in apron - - - - -	707 "
Granite ashlar in facework - - - - -	24,087 cubic feet
Do. other than in blocks (including tongues) - - - - -	1,062 "
Permanent way laid - - - - -	80 lineal yards

To permit of the lowering of the foundations, 494 tons of surplus rubble were removed by divers.

BARGE HARBOUR.

The retaining wall was extended 90 lineal feet (including the return end), and finished. The principal items of work done were as follows :—

Concrete - - - - -	73 cubic yards
Granite ashlar facework - - - - -	1,427 cubic feet
Do. in coping - - - - -	207 "

NEW RESERVOIR AT STERLING HILL.

This reservoir, which has a capacity of 750,000 gallons, was completed and brought into use in October last.

The principal items of work executed during the past year were as follows :-

Excavation	-	-	-	-	-	-	59 cubic yards
Concrete	-	-	-	-	-	-	913 "
5-inch cast-iron pipes laid, including valves	-	-	-	-	-	-	33½ lineal yards
6-inch drain pipes	-	-	-	-	-	-	106 "
Wire fencing	-	-	-	-	-	-	235 "

PLANT.

A 50-ton Goliath has been received from Messrs. Stothert & Pitt, Bath.

The railway, workyard, plant and buildings were maintained in good order.

The daily average number of men and horses employed on the works during the past year was as follows :

Freemen	-	-	-	-	-	-	152
Convicts	-	-	-	-	-	-	165
Warders and guards	-	-	-	-	-	-	28
Horse	-	-	-	-	-	-	1

PROGRESS DRAWING.

The accompanying drawing shows, as far as practicable, the progress made with the Breakwater during the year.

(signed) *Coode, Son and Matthews,*
Engineers-in-Chief.

PETERHEAD HARBOUR.

MEMORANDUM by the Director of Works of the Navy on Messrs. COODE, SON and MATTHEWS' Report for the financial year 1900-1901.

1. In compliance with Treasury letter of the 3rd April, 1888, I forward the Report of the Engineers-in-Chief on the Works executed during the financial year ended 31st March, 1901.

2. The Report shows that good progress was made with the South Breakwater. The progress made during the last eight years is as follows :—

1893-94	-	-	105	feet and 40 feet of foundations prepared in addition
1894-95	-	-	90	" " 66 " ditto ditto
1895-96	-	-	112½	" " 60 " ditto ditto
1896-97	-	-	105	" " 45 " to low-water level
1897-98	-	-	90	" " 34 " to 10 ft. 7½ in. below low water
1898-99	-	-	112½	" " 1,071 tons of surplus rubble removed by divers in consequence of lowering level of superstructure 13 feet
1899-1900	-	-	128	" " 609 tons ditto ditto
1900-1901	-	-	120	" " 494 " ditto ditto

3. The rubble mound has been added to and partially levelled up over a length of about 860 feet ahead of superstructure.

4. The railway, workyard, plant and buildings have been properly maintained.

5. The new storage reservoir at Sterling Hill has been completed.

6. The retaining wall at Barge Harbour, to prevent the washing down of the rubble slope by waves coming over the Breakwater, has also been completed.

7. The average number of convicts employed during the year has been 165 as against 175 shown in previous year's report. It was originally contemplated that 500 convicts would be available daily. The average number during the last seven years has been 212, the numbers being :—

1894-95	-	-	-	-	-	-	229
1895-96	-	-	-	-	-	-	241
1896-97	-	-	-	-	-	-	237
1897-98	-	-	-	-	-	-	226
1898-99	-	-	-	-	-	-	211
1899-1900	-	-	-	-	-	-	175
1900-01	-	-	-	-	-	-	165

8. The annual report of the Surveyors has been received, with measurements and valuation of the work done on the basis of Sir John Coode's original estimate *plus* a percentage, as mentioned in my memorandum on the report of Messrs. Coode, Son and Matthews, 1897-98, to cover the estimated increased cost of 160,000*l.* due to the dearth of convicts and consequent greater cost of labour.

The following extracts are made from the Surveyors' Report :—

" Permanent work has been done to the Breakwater, and material prepared during the year, which we value at 23,780*l.* 17*s.* 6*d.*

" The cost as per Engineers' returns is 17,930*l.* 11*s.* 2*d.*

" Our valuation of the permanent work at the Breakwater is more by 5,850*l.* 6*s.* 4*d.* than the cost as set forth by the Engineers.

" The value of the material on the ground at the 31st March, 1900, was 13,789*l.* 10*s.* 11*d.*

" The value of the material on the ground at the 31st March, 1901, was 12,141*l.* 6*s.* 1*d.*

" The decision to lower two courses the Breakwater beyond the Rock necessitated the removal of a portion of the rubble mound already tipped. This removal had to be done by divers. Our valuation of this work is 370*l.* 10*s.*"

The Surveyors do not anticipate any excess on the revised total estimate.

Although the Surveyors' Report shows that permanent work during the year was carried out considerably under the revised estimate, leaving a substantial reserve for unforeseen contingencies, it must be borne in mind, as pointed out in my memoranda for the three years past, that the difficulties become greater as the work proceeds into deeper water ; it seems probable that damage by storms will also increase as the structure advances farther across the bay.

(signed) *E. Raban,*

Director of Works.

PETERHEAD HARBOUR.

REPORTS

RESPECTING

PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C.—813.)

Presented to both Houses of Parliament by Command of His Majesty.

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1902.

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PETERHEAD HARBOUR.

REPORTS

RESPECTING

PETERHEAD HARBOUR WORKS.

(IN CONTINUATION OF C.—812.)

Westminster Chambers,
9, Victoria Street,
London, S.W.,
12th April 1902.

PETERHEAD HARBOUR OF REFUGE.

Engineers' Report for the year ended 31st March 1902.

SOUTH BREAKWATER.

During the past year the Breakwater was extended 150 lineal feet, and the rubble mound has been added to and partially levelled up over a length of 723 feet ahead of the superstructure.

The principal items of work comprised in the above extension are as follows :—

Rubble deposited in mound foundation	-	-	15,856 tons
Levelling surface of mound for founding superstructure	-	-	1,000 superficial yards
Levelling surface of berm to receive blockwork apron	-	-	500
Concrete in mass	-	-	322 cubic yards "
Do. in blockwork	-	-	16,034 " "
Do. blockwork in apron	-	-	957 " "
Granite ashlar in facework	-	-	30,203 cubic feet
Do. other than in blocks (including tongues)	-	-	1,328 " "
Permanent way laid	-	-	100 lineal yards

To permit of the lowering of the foundations, 367 tons of surplus rubble were removed by divers.

PLANT.

The railway, workyard, plant and buildings have been maintained in good order.

The daily average number of men and horses employed on the works during the past year was as under :

Freemen	-	-	-	-	-	-	146
Convicts	-	-	-	-	-	-	142
Warders and guards	-	-	-	-	-	-	28
Horse	-	-	-	-	-	-	1

PROGRESS DRAWING.

The accompanying drawing* shows, as far as practicable, the progress made with the Breakwater during the year.

(Signed) *Coode, Son and Matthews,*
Engineers-in-Chief.

PETERHEAD HARBOUR.

MEMORANDUM by the Director of Works of the Navy on Messrs. COODE, SON and MATTHEWS' Report for the financial year 1901-1902.

1. In compliance with the Treasury letter of the 3rd April, 1888, I forward the Report of the Engineers-in-Chief on the Works executed during the financial year ended 31st March, 1902.

2. The Report shows that good progress was made with the South Breakwater. The progress made during the last eight years is as follows:—

1894-95	-	-	90	feet and 66 feet of foundations prepared in addition		
1895-96	-	-	112½	„ „ 60 feet	ditto	ditto
1896-97	-	-	105	„ „ 45 feet to low-water level		
1897-98	-	-	90	„ „ 34 feet to 10 ft. 7½ in. below low water		
1898-99	-	-	112½	„ „ 1,071 tons of surplus rubble removed by divers		
				in consequence of lowering level of super-structure 13 feet		
1899-1900	-	-	128	„ „ 609 tons	ditto	ditto
1900-01	-	-	120	„ „ 494 „	ditto	ditto
1901-02	-	-	150	„ „ 367 „	ditto	ditto

3. The rubble mound has been added to and partially levelled up over a length of about 723 feet ahead of superstructure.

4. The railway, workyard, plant and buildings have been properly maintained.

5. The average number of convicts employed during the year has been 142 as against 165 shown in the previous year's report. It was originally contemplated that 500 convicts would be available daily. The average number during the last seven years has been 199, the numbers being:—

1895-96	-	-	-	-	-	-	241
1896-97	-	-	-	-	-	-	237
1897-98	-	-	-	-	-	-	226
1898-99	-	-	-	-	-	-	211
1899-1900	-	-	-	-	-	-	175
1900-01	-	-	-	-	-	-	165
1901-02	-	-	-	-	-	-	142

6. The annual report of the Surveyors has been received, with measurements and valuation of the work done on the basis of Sir John Coode's original estimate *plus* a percentage, as mentioned in my memorandum on the report of Messrs. Coode, Son and Matthews, 1897-98, to cover the estimated increased cost of 160,000*l.* due to the dearth of convicts and consequent greater cost of labour.

The following extracts are made from the Surveyors' Report:—

“Permanent work has been done to the Breakwater, and material prepared during the year, which we value at 28,351*l.* 4*s.* 6*d.*

“The cost as per Engineers' returns is 22,143*l.* 1*s.* 11*d.*

“Our valuation of the permanent work at the Breakwater is more by 6,208*l.* 2*s.* 7*d.* than the cost as set forth by the Engineers.

“The value of the material on the ground at the 31st March, 1901, was 12,141*l.* 6*s.* 1*d.*

" The value of the material on the ground at the 31st March, 1902, was
 " 10,048*l.* 16*s.* 10*d.*

" The decision to lower two courses the Breakwater beyond the Rock
 " necessitated the removal of a portion of the rubble mound already tipped.
 " This removal had to be done by divers. Our valuation of this work is
 " 275*l.* 5*s.* "

The Surveyors do not anticipate any excess on the revised total estimate.

Experience has shown that it is absolutely necessary to strengthen the Breakwater, and with this view under Treasury authority, dated 26th February, 1902, [No. 3177, 02] it is being increased in width.

The cost of the extra work is estimated by the engineers at about 72,000*l.*, but it is hoped that a considerable portion thereof, if not the whole, may be met by savings on the approved estimate of the total cost of the construction of the harbour.

Every effort will be made to avoid any excess on the total estimate, and a report is to be made after two years' experience as to the financial effect of the scheme.

(Signed) *E. Raban,*
 Director of Works.

25th August, 1902.

SEPT 17 1901
UNIVERSITY OF
MAY 15 1902

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD OF TRADE,
for the Year ended 31st March 1901; together with an ACCOUNT of the
Receipt and Issue of STORES.

(PRESENTED PURSUANT TO ACT 24 & 25 VICT. c. 47, s. 33.)

*Ordered, by The House of Commons, to be Printed,
17 January 1902.*

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ACCOUNTS RELATING TO THE ROYAL HARBOUR OF RAMSGATE.

ROYAL HARBOUR OF RAMSGATE.

STATEMENT of the INCOME and EXPENDITURE of the BOARD OF TRADE for the Year ended 31st March 1901.

R E C E I P T S.	STOCK (2½% Consols).	CASH.	P A Y M E N T S.	STOCK (2½% Consols).	CASH.
Balance on 1st April 1900 - - - - -	£. s. d. 78,283 2 1	£. s. d. 4,621 7 11	Cost of Dredging the Harbour (on account) - - - - -	£. s. d. -	£. s. d. 8,976 12 8
Proceeds of Sale of £15,000 Consols - - - - -	- - - - -	14,684 5 6	Cost of Improvements to entrance of Inner Harbour (further on account) - - - - -	- - - - -	- - - - -
Income from Harbour Dues, &c. :	- - - - -	- - - - -	Less amount charged in previous account - 10,317 10 -	- - - - -	6,363 11 8
Towage and Salvage Services - - - - -	- - - - -	- - - - -	Cost of Maintenance :	- - - - -	- - - - -
On Tonnage of Ships, Wharfage, Rent of Warehouses, Dry Dock, Slipway, &c. - - - - -	- - - - -	1,101 4 7	Materials, Stores, and Tradesmen's Bills - - - - -	- - - - -	2,205 3 3
Income from Rent of Houses, &c. - - - - -	- - - - -	6,335 2 2	Wages of Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers - - - - -	- - - - -	3,755 2 5
Interest on Securities - - - - -	- - - - -	1,600 5 4	Salaries and Allowances to Harbour Master, Engineer, &c. - - - - -	- - - - -	903 12 4
Amount recovered in respect of Damage to Harbour Property	- - - - -	2,049 13 1	Gas, Water, Stationary, Office Expenses, and Incidentals	- - - - -	411 4 8
Proceeds of Sale of Old Stores - - - - -	- - - - -	6 3 6	Superannuation Allowances (including Gratuities of £337. 18s. 7d.) - - - - -	- - - - -	396 18 3
Proceeds of Sale of Old Dredger - - - - -	- - - - -	9 17 5	To H.M. Customs for Collection of Harbour Dues, &c. -	- - - - -	100 - -
- - - - -	- - - - -	- - - - -	To Exchequer and Audit Department for Audit of Accounts for 1899-99 - - - - -	- - - - -	67 - -
- - - - -	- - - - -	2,500 - -	Consols realized - - - - -	15,000 - -	- - - - -
Amount transferred from Vote 9, Class II., for Steam Tug and Lifeboat Services in the Year 1900-1901 - - - - -	£. s. d. 80 - -	- - - - -	Balance on 31st March 1901, as under - - - - -	15,000 - -	23,179 - 3
Contribution from Vote 9, Class II., towards Maintenance of the Lifeboat for the Year 1900-1901 - - - - -	23 - -	- - - - -	Paymaster General (adjusted for transfers and Outstanding Orders) - - - - -	63,283 2 1	9,831 19 3
- - - - -	- - - - -	103 - -	Balance on Sub-Accounts - - - - -	- - - - -	- - - - -
- - - - -	- - - - -	- - - - -	9,831 19 3	- - - - -	- - - - -
£. 78,283 2 1	33,010 19 6	£. 78,283 2 1	33,010 19 6	£. 78,283 2 1	33,010 19 6

STATEMENT of the Receipt and Issue of STORES for the use of the HARBOUR, for the Year ended 31st March 1901.

R E C E I P T S.	CASH.		I S S U E S.	CASH.	
	£.	s. d.		£.	s. d.
Balance remaining in Store on 1st April 1900	-	- -	Cost of Stores issued	-	- -
	-	- -		-	- -
	-	- -		-	- -
Cost of Articles received into Store	-	- -	Balance remaining in Store, 31st March 1901	-	- -
	-	- -		-	- -
	-	- -		-	- -
	£.	1,620 18 0		£.	1,620 18 0

Board of Trade, }
30 November 1901. }

T. W. P. Blomfield,
Assistant Secretary.

Exchequer and Audit Department, Somerset House, London, W.C.

I HEREBY certify that the Statement of the Account of Sir T. W. P. Blomfield, Bart., in respect of the Royal Harbour of Ramsgate, from 1st April 1900 to 31st March 1901, has been signed and passed by me under the 36th section of the Act 29 & 30 Vict. c. 39; and that the Charge and Discharge on the said Account are as follows:—

Charge	-	-	-	-	-	-	-	-	£. 33,010 19 6
Discharge	-	-	-	-	-	-	-	-	23,179 0 8

and that on the said Account the Accounting Officer is indebted in the sum of Nine Thousand Eight Hundred and Thirty-one pounds Nineteen shillings and Three pence.

Given under my hand, this 30th day of December 1901.

F. Phillips,
Assistant Comptroller and Auditor.

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS
made by the BOARD OF TRADE, for the Year
ended 31 March 1901; together with an
ACCOUNT of the Receipt and Issue of STORES.

(Printed pursuant to Act 24 & 25 Vict. c. 47, s. 33.)

Ordered, by The House of Commons, to be Printed,
17 January 1902.

[Price 1d.]

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1902.

REPORT by the BOARD OF TRADE of their PROCEEDINGS under THE GENERAL PIER AND HARBOUR ACT, 1861 (24 & 25 Vict. c. 45), and THE GENERAL PIER AND HARBOUR ACT, 1861, AMENDMENT ACT (25 & 26 Vict. c. 19).

IN pursuance of the 19th Section of The General Pier and Harbour Act, 1861, the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the above-named Acts.

The steps to be taken by Promoters for obtaining Provisional Orders are specified in the Acts themselves ; but with regard to objectors the Board of Trade have made the following regulation, and in the case of all notices given of intention to apply for a Provisional Order under the above Acts the Promoters are required to publish a notice directing attention to the same :—

“ Any objections to the Provisional Order which it is intended to urge on the Board of Trade must be received by them on or before the 20th of January. A copy of such objections must also be sent at the same time to the Promoters ; and in forwarding the objections to the Board of Trade the objectors, or their agents, should state that this has been done.”

The following is a statement of the applications now under the consideration of the Board of Trade and of the steps which have been taken with respect to them :—

I. BROWNIES TAING.

The Promoters are John Bruce, Esq., G. R. Jamieson, Esq., and others, who apply for powers to provide for the incorporation of the Brownies Taing Pier Trustees, nine at first, subsequently seven in number, and to empower them

(1.) To construct—

- (a) a pier (solid) at Brownies Taing, commencing at the landward end of a spur of rocks known as “Brownies Taing,” and extending seaward in a westerly direction for about 53 yards, and thence in a north-westerly direction for about 20 yards, with a proposed future extension in the same direction for about 40 yards ;
- (b) a hauling slip from the fishing pier near the centre of Sandy Geo, and extending to low-water mark in a westerly direction for about 33 yards along the foreshore ; and

and

2 REPORT BY THE BOARD OF TRADE OF PROCEEDINGS

(c) a road connecting the pier with the present road leading to the village of Cumblewick.

- (2.) To levy rates in schedule.
- (3.) To borrow any sum not exceeding 5,000*l*.
- (4.) To lease the rates.

The estimated cost of the works is 4,506*l*. 8*s*. 1*d*.

No objections to the application have been received, and the Board propose to proceed with the Order.

2. CHATHAM.

The Promoters are the Corporation of Chatham, who apply for powers—

- (1.)—(a) To construct an extension (open) in a north-westerly direction of the existing Sun Pier, at Chatham; and
(b) to construct a dolphin or protective work (open) in the bed of the River Medway.
- (2.) To borrow any sum not exceeding 4,000*l*., and, with the approval of the Board of Trade, such further sums as may be required.
- (3.) To lease the rates.
- (4.) To erect pavilions, &c. on the pier.

This Order is to be read with the Chatham Pier Orders, 1863 and 1884.

Objections have been received from the Medway Conservancy Board.

The estimated cost of the works is 4,000*l*.

The Board are at present in communication with the Local Government Board, and the matter is under consideration.

3. DROGHEDA.

The Promoters are the Drogheda Harbour Commissioners, who apply for powers—

- (1.) To provide that, for the purpose of rating, the net register tonnage of steamers (other than steam tugs) shall be reckoned at not less than such proportion (not exceeding 50 per centum) of the gross register tonnage of such vessels as the Commissioners may from time to time determine.
- (2.) To make a similar provision in the case of steam tugs, except that the said proportion shall not exceed 18 per centum of the gross register tonnage.

Objections have been received from—

- (1.) The Drogheda Steam Packet Company and the Lancashire and Yorkshire Railway Company.
- (2.) The Drogheda Chamber of Commerce.

The matter is under consideration.

4. FALMOUTH

4. FALMOUTH.

The Promoters are the Corporation of Falmouth, who apply for powers—

- (1.)—(a) To make a widening (solid) of the existing north-eastern arm of the Market Strand Quay, and to extend the said quay so widened in a north-easterly direction ;
- (b) to make a further extension (open) of the Market Strand Quay ;
- (c) to make an extension (solid) of the existing Custom House or Town Quay in a north-easterly direction ; and
- (d) to make a sea-wall (solid) with a promenade between Grove Place and the Custom House Quay.
- (2.) To levy rates in schedule in lieu of existing rates.
- (3.) To borrow any sum which, with money borrowed under the Falmouth Piers Order, 1878, and remaining unpaid, shall not exceed 14,000*l.*, and, with the approval of the Board of Trade, such further sums as may be required.
- (4.) To lease the rates.

The estimated cost of the works is 14,000*l.*

The Order is to be read with the Falmouth Piers Order, 1878.

Objections have been received from—

- (1.) The Corporation of Truro.
- (2.) The St. Mawes Steam Tug Company.
- (3.) The owner of the s.s. "Penguin."

The Board are in communication with the Local Government Board, and the matter is under consideration.

5. HARRINGTON.

The Promoters are Alan Delancy Curwen, Esq., Alexander Wilson, Esq., and others, who apply for powers—

- (1.) To provide for the incorporation of the Harrington Harbour and Dock Board, not exceeding seven in number, and to transfer the existing harbour to them.
- (2.) To empower the Board—
 - (1.) To construct the following works :—
 - (a) An extension (solid) of the existing pier at Harrington for about 180 yards in a westerly direction.
 - (b) A pier or breakwater (solid) commencing at a point about 80 yards north-east of the end of the above pier, and extending in an easterly direction.
 - (2.) To levy rates in schedule.
 - (3.) To borrow any sum not exceeding 100,000*l.*
 - (4.) To sell or lease wharves warehouses, &c.

4 REPORT BY THE BOARD OF TRADE OF PROCEEDINGS

The estimated cost of the works is 50,000*l*.

No objections to the application have been received, and the matter is under consideration.

6. ST. ANNE'S-ON-THE-SEA.

The Promoters are the St. Anne's-on-the-Sea Land and Building Company, Limited, who apply for powers—

- (1.) To make a widening (open) on both sides of the existing pier and pier head, at St. Anne's-on-the-Sea, belonging to the Promoters.
- (2.) To levy rates in schedule in addition to those authorised by the Order of 1879.
- (3.) To erect pavilions, &c. on the existing pier, and the works authorised by the Order.
- (4.) To close the pier on special occasions.

The Order is to be read with the St. Anne's-on-the-Sea Pier Order, 1879.

The estimated cost of the works is 26,080*l*.

Objections have been received from the Corporation of Preston. The matter is under consideration.

7. ST. MARGARET'S HOPE.

The Promoters are W. MacLennan, Esq., F. G. M. Heddle, Esq., and others, who apply for powers to provide for the incorporation of the St. Margaret's Hope Pier Trustees, seven in number, and to empower them—

- (1.) To construct the following works:—
 - (a) A pier or quay (solid) on the west side of St. Margaret's Hope Bay, extending seawards for 310 feet.
 - (b) An excavation of part of the foreshore on the south side of Work (a).
 - (c) An access road leading from Work (a) to the public highway between St. Margaret's Hope village and Ronaldsvoe.
- (2.) To levy rates in schedule.
- (3.) To borrow, with the consent of the Secretary for Scotland, any sum not exceeding 5,000*l*.
- (4.) To lease the rates.

The estimated cost of the works is 4,350*l*.

No objections to the application have been received, and, subject to certain modifications, the Board propose to proceed with the Order.

8. TENBY.

The Promoters are the Corporation of Tenby, who apply for powers—

- (1.) To borrow such further sums as the Local Government Board may authorise, in addition to the existing borrowing powers.
- (2.) To

- (2.) To levy a special district rate not exceeding one shilling in the pound, or to increase the tolls and dues on vessels, &c. using the pier.

There are no specified works.

The Order is to be read with the Tenby Improvement Act, 1838, and the Tenby Pier and Landing Stage Order, 1897. Objections have been received from—

- (1.) C. Egerton Allen, Esq.
- (2.) F. B. Mason, Esq., and others.

The Board are awaiting the observations of the Local Government Board upon the application, and in the meantime its consideration is suspended.

9. WATCHET.

The Promoters are the Watchet Harbour Commissioners, who apply for powers—

- (1.) To transfer Watchet Harbour to the Watchet Urban District Council, and to authorise them to make good any deficiency in the harbour fund out of the general district rate.
- (2.) To empower the Council to—
 - (a) Restore the previously existing harbour works.
 - (b) Increase certain of the rates authorised by the Watchet Harbour Act, 1860.
 - (c) Borrow any sum not exceeding 16,800/.

The estimated cost of the works is 16,000/.

No objections have been received.

The Board are awaiting the observations of the Local Government Board on the application, and in the meantime its consideration is suspended.

10. WEXFORD.

The Promoters are the Wexford Harbour Commissioners, who apply for powers—

- (1.) To provide that, for the purposes of rating, the net register tonnage of steamers (other than steam tugs) shall be reckoned at not less than such proportion (not exceeding 50 per centum) of the gross register tonnage of such vessels, as the Commissioners may from time to time determine.
- (2.) To make a similar provision in the case of steam tugs, except that the said proportion shall not exceed 18 per centum of the gross register tonnage.

Objections have been received from—

- (1.) The Waterford Steamship Company.
- (2.) The Irish Steamship Association.

The matter is under consideration.

11. WICKLOW.

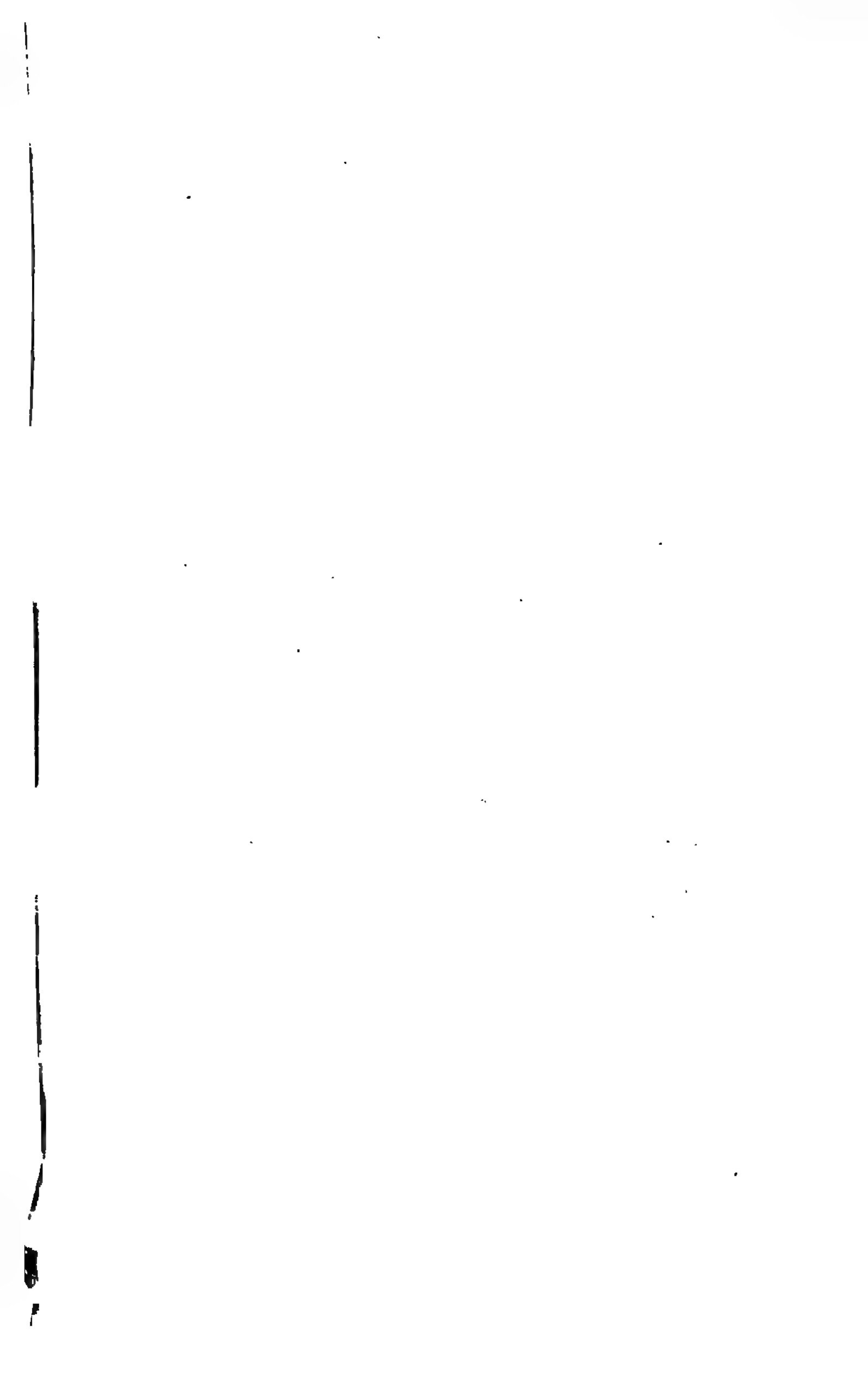
The Promoters are the Wicklow Harbour Commissioners, who apply for powers—

- (1.) To provide that, for the purposes of rating, the net register tonnage of steamers (other than steam tugs) shall be reckoned at not less than such proportion (not exceeding 50 per centum) of the gross register tonnage of such vessels, as the Commissioners may from time to time determine.
- (2.) To make a similar provision in the case of steam tugs, except that the said proportion shall not exceed 18 per centum of the gross register tonnage.

No objections to the application have been received, and the matter is under consideration.

Board of Trade,
28 February 1902.

FRANCIS J. S. HOPWOOD.



PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

Session 1902.

REPORT by the BOARD of TRADE of their
PROCEEDINGS under THE GENERAL PIER AND
HARBOUR ACT, 1861 (24 & 25 Vict. c. 45),
and THE GENERAL PIER AND HARBOUR ACT,
1861, AMENDMENT ACT (25 & 26 Vict. c. 19).

(*Presented pursuant to section 19 of the General Pier and
Harbour Act, 1861 (24 & 25 Vict. c. 45).)*

*Ordered, by The House of Commons, to be Printed,
28 February 1903.*

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[*Price 1d.*]

PIER AND HARBOUR PROVISIONAL ORDERS (No. 1) BILL.

RETURN to an Order of the Honourable The House of Commons,
dated 29th May 1902 :—for,

COPY "of MEMORANDUM stating the Nature of the PROPOSALS contained
in the PROVISIONAL ORDERS included in the PIER AND HARBOUR
PROVISIONAL ORDERS (No. 1) BILL."

Board of Trade, }
28th May, 1902. }

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the PROPOSALS contained in the
PROVISIONAL ORDERS included in the PIER AND HARBOUR PROVISIONAL
ORDERS (No. 1) BILL.

DROGHEDA.

The Order proposes to confer powers upon the Drogheda Harbour Commissioners to reckon, for the purpose of levying tonnage rates upon steamers using the Port of Drogheda, a fixed proportion (to be determined by the Commissioners) of the gross tonnage of such steamers as an alternative to the net register tonnage.

Such proportion is limited (in the case of steamers other than steam-tugs) to fifty per centum, and (in the case of steam-tugs) to eighteen per centum, of the gross tonnage.

WEXFORD.

The Order proposes to confer similar powers upon the Wexford Harbour Commissioners.

WICKLOW.

The Order proposes to confer similar powers upon the Wicklow Harbour Commissioners.

Board of Trade, }
28th May, 1902. }

T. H. W. Pelham.

PIER AND HARBOUR PROVISIONAL
ORDERS (No. 1) BILL.

MEMORANDUM stating the Nature of the
Proposals contained in the PROVISIONAL
ORDERS included in the PIER AND HARBOUR
PROVISIONAL ORDERS (No. 1) BILL.

(Mr. Gerald Balfour.)

*Ordered, by The House of Commons, to be Printed,
30 May 1902.*

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PIER AND HARBOUR PROVISIONAL ORDERS (No. 2) BILL.

RETURN to an Order of the Honourable The House of Commons,
dated 29th May 1902 ;—for,

COPY “ of MEMORANDUM stating the nature of the PROPOSALS contained
in the PROVISIONAL ORDERS included in the PIER AND HARBOUR
PROVISIONAL ORDERS (No. 2) BILL.”

Board of Trade, }
28th May 1902. }

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the PROPOSALS contained in the
PROVISIONAL ORDERS included in the PIER AND HARBOUR PROVISIONAL
ORDERS (No. 2) BILL.

Brownies Taing.

The Order proposes to incorporate the Brownies Taing Pier Trustees, nine at first, subsequently seven in number, and to authorise them to construct a pier, hauling slip, and approach road at Brownies Taing, to levy rates of the usual description, to lease the rates, and to borrow 5,000*l*.

St. Margaret's Hope.

The Order proposes to incorporate the St. Margaret's Hope Pier Trustees, seven in number, and to authorise them to construct a pier and approach road at St. Margaret's Hope, to levy rates of the usual description, to lease the rates, and to borrow 5,000*l*.

Board of Trade, }
28th May 1902. }

T. H. W. Pelham.

PIER AND HARBOUR PROVISIONAL
ORDERS (No. 2) BILL.

MEMORANDUM stating the Nature of the
PROPOSALS contained in the PROVISIONAL
ORDERS included in the PIER and HARBOUR
PROVISIONAL ORDERS (No. 2) BILL.

(Mr. Gerald Balfour.)

Ordered, by The House of Commons, to be Printed,
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[Price 3d.]

PIER AND HARBOUR PROVISIONAL ORDERS (No. 3) BILL.

RETURN to an Order of the Honourable The House of Commons,
dated 5 June 1902 ;—for,

COPY "of MEMORANDUM stating the Nature of the PROPOSALS contained
in the PROVISIONAL ORDERS included in the PIER AND HARBOUR
PROVISIONAL ORDERS (No. 3) BILL."

Board of Trade, }
4 June 1902. }

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the PROPOSALS contained in the
PROVISIONAL ORDERS included in the PIER AND HARBOUR PROVISIONAL
ORDERS (No. 3) BILL.

CHATHAM.

The Order proposes to authorise the Corporation of Chatham to construct an extension of the existing Sun Pier at Chatham, to erect pavilions, &c. on the pier, and to borrow £4,000, and such further sums as the Board of Trade may approve.

FALMOUTH.

The Order proposes to authorise the Corporation of Falmouth to construct additions to the Market Strand Quay and Custom House Quay at Falmouth, to levy rates in lieu of existing rates as authorised by the Falmouth Piers Order, 1878, to lease the rates, and to borrow £14,000 (inclusive of all existing debts), and (with the approval of the Board of Trade), such further sums as may be required.

HARRINGTON.

The Order proposes to incorporate the Harrington Harbour and Dock Board, not exceeding seven in number, to transfer to them the existing lease of the Harbour of Harrington, and to authorise them to construct an extension of the existing pier at Harrington, to levy rates of the usual description, and to borrow for the purposes of the harbour any sum not exceeding £70,000 and a further sum of £20,000 if the Board should hereafter agree to purchase the harbour.

ST. ANNE'S-ON-THE-SEA.

The Order proposes to authorise the St. Anne's-on-the-Sea Land and Building Co., Ltd., to construct additions to the existing pier and pier-head belonging to them at St. Anne's-on-the-Sea, to levy rates in addition to those authorised by the St. Anne's-on-the-Sea Pier Order, 1879, to erect pavilions, &c. on the pier, and to close the pier on special occasions.

TENBY.

The Order proposes to authorise the Corporation of Tenby, who are the Undertakers under the Tenby Pier and Landing Stage Order, 1897, to levy a special district rate, not exceeding one shilling in the pound, for the purpose of making good any deficiency under the Order of 1897, and also to borrow such sum as may be necessary to pay the cost of obtaining the present Order.

Board of Trade, }
4 June 1902. }

T. H. W. Pelham.

PIER AND HARBOUR PROVISIONAL
ORDERS (No. 3) BILL.

MEMORANDUM stating the Nature of the
PROPOSALS contained in the PROVISIONAL
ORDERS included in the PIER and HARBOUR
PROVISIONAL ORDERS (No. 3) BILL.

(*Mr. Gerald Balfour.*)

*Ordered, by The House of Commons, to be Printed,
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[*Price 1d.*]

PIER AND HARBOUR PROVISIONAL ORDERS (No. 4) BILL.

RETURN to an Order of the Honourable The House of Commons,
dated 5 June 1902 ;—*for*,

COPY "of MEMORANDUM stating the Nature of the PROPOSALS contained in
the PROVISIONAL ORDER included in the PIER and HARBOUR ORDERS
CONFIRMATION (No. 4) BILL."

Board of Trade, }
4 June 1902. }

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the PROPOSALS contained in the
PROVISIONAL ORDER included in the PIER and HARBOUR ORDERS
CONFIRMATION (No. 4) BILL.

WATCHET.

The Order proposes to transfer Watchet Harbour from the Watchet Harbour Commissioners to the Watchet Urban District Council, and to empower the Council to restore the previously existing harbour works, to increase certain of the rates authorised by the Watchet Harbour Act, 1860, to make good any deficiency in the harbour fund out of the general district rate, and to borrow any sum not exceeding £16,800.

Board of Trade, }
4 June 1902. }

T. H. W. Pelham.

PIER AND HARBOUR PROVISIONAL
ORDERS (No. 4) BILL.

MEMORANDUM stating the Nature of the
Proposals contained in the PROVISIONAL
Order included in the Pier and Harbour
Orders Confirmation (No. 4) Bill.

(Mr. Gerald Balfour.)

Ordered, by The House of Commons, to be Printed,
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PILOTAGE.

ABSTRACT "of RETURNS relating to PILOTS and PILOTAGE in the UNITED KINGDOM (in continuation of Parliamentary Paper, No. 268, of Session of 1901)"—[as furnished by the various Pilotage Authorities].

(Year ended 31st December 1901.)

— 1. —

Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom :

— 2. —

Of the NAMES and AGES of the PILOTS or APPRENTICES licensed or authorised to act by the respective Pilotage Authorities, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authorities, whether so licensed or authorised or not :

— 3. —

Of the Service for which each PILOT or APPRENTICE is licensed :

— 4. —

Of the RATES of PILOTAGE for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage :

— 5. —

Of the TOTAL AMOUNT received for PILOTAGE at the respective Ports aforesaid ; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots ; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities ; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid :

— 6. —

Of the RECEIPT and EXPENDITURE of all MONIES (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage.

(PRESENTED PURSUANT TO SECTION 585 OF THE MERCHANT SHIPPING ACT, 1894.)

*Ordered, by The House of Commons, to be Printed,
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INDEX.

ENGLAND AND WALES.

(F. means Free; C. means Compulsory; F.C. means Mixed.)

	PAGE.		PAGE.
PORT OF ARUNDEL (C.) - - -	1	TRINITY HOUSE OF DEPTFORD STROND (C.)—	
" BARRY (F.) - - -	3	OUTPORT DISTRICTS:	
" BERWICK (F.) - - -	5	ABERDOVEY - - -	154
" BLAKENEY (F.C.) - - -	5	BARROW - - -	154
" BOSTON (C.) - - -	6	BEAUMARIS - - -	155
" BRISTOL (F.C.) - - -	8	BRIDGWATER - - -	155
" CARDIFF (F.) - - -	10	BRIDPORT - - -	156
" CHESTER (F.) - - -	13	CAERNARVON - - -	156
" GLOUCESTER (F.) - - -	15	CARLISLE - - -	157
" HARTLEPOOL (F.) - - -	17	COLCHESTER - - -	157
" KING'S LYNN (F.C.) - - -	19	DARTMOUTH - - -	158
" LANCASTER (F.C.) - - -	20	EXETER - - -	159
" LIVERPOOL (C.) - - -	22	FALMOUTH - - -	159
" LLANELLY (F.) - - -	27	FLEETWOOD - - -	162
" NEWPORT (MONMOUTH) (F.)	28	FOWEY - - -	162
" PORTHCAWL (F.) - - -	30	HARWICH - - -	163
" PORT TALBOT (F.) - - -	31	HOLYHEAD - - -	163
" SUNDERLAND (F.) - - -	32	IPSWICH - - -	164
" SWANSEA (F.) - - -	36	ISLE OF WIGHT - - -	165
PORTS OF THE TEES (F.) - - -	37	LOWESTOFT - - -	166
PORTS OF THE TYNE (F.) - - -	40	MALDON - - -	167
TRINITY HOUSE OF NEWCASTLE- UPON-TYNE (F.) - - -	45	MILFORD - - -	167
ALNMOUTH - - -	47	NEATH - - -	168
WARKWORTH AND AMBLE - - -	47, 49	NEWHAVEN - - -	169
BLYTH - - -	47, 49	ORFORD HAVEN - - -	169
HOLY ISLAND - - -	47	PADSTOW - - -	170
NORTH SUNDERLAND - - -	48	PENZANCE - - -	171
SEAHAM HARBOUR - - -	48, 49	PLYMOUTH - - -	171
WHITBY - - -	48	POOLE - - -	172
TRINITY HOUSE OF KINGSTON- UPON-HULL (F.C.) - - -	50	PORTMADOC - - -	172
GOOLE - - -	62	PRESTON - - -	173
WISBECH - - -	62	ROCHESTER - - -	174
SPALDING - - -	63	RYE - - -	174
RIVER HUMBER - - -	63	ST. IVES - - -	175
TRINITY HOUSE OF DEPTFORD STROND (C.) - - -	144	SCILLY - - -	175
SUMMARIES - - -	181-183	SHOREHAM - - -	176
LONDON DISTRICT - - -	149-153	SOUTHAMPTON - - -	177
		TEIGNMOUTH - - -	177
		WELLS - - -	178
		WEYMOUTH - - -	178
		WOODBIDGE - - -	179
		YARMOUTH - - -	180

SCOTLAND.

PORT	PAGE.	PORT	PAGE.
OF ABERBROTHWICK, OR ABROATH (C.) - - -	71	PORT OF GREENOCK (F.) - - -	86
" ABERDEEN (F.) - - -	72	" INVERNESS (F.) - - -	88
" AYR (C.) - - - - -	73	" IRVINE (C.) - - - - -	88
" BORROWSTOUNNESS (F.) -	74	" KIRKCALDY (F.) - - -	90
" BUCKIE (CLUNY) (C.) - -	75	TRINITY HOUSE OF LEITH (F.) -	91
" BURGHEAD (C.) - - - -	76	HARBOUR AND DOCKS OF LEITH (F.)	95
" BURNTISLAND (F.) - - -	77	PORT OF LEVEN AND METHIL (F.) -	97
" CHARLESTOWN (F.) - - -	78	" LOSSIEMOUTH (C.) - - -	III
" DINGWALL - - - - -	78	" MONTROSE (F.) - - - -	98
" DUNDEE (F.) - - - - -	79	" NAIRN (F.) - - - - -	99
" EYEMOUTH - - - - -	80	" PETERHEAD (C.) - - - -	100
" FRASERBURGH (F.C.) - -	81	" ROSEHEARTY (C.) - - -	101
" GLASGOW (C.) - - - -	82	" SANDHAVEN (C.) - - - -	102
" GRANGEMOUTH (F.) - - -	85	" STONEHAVEN (F.C.) - - -	103
		" WICK (C.) - - - - -	104

IRELAND.

PORT	PAGE.	PORT	PAGE.
OF BALLINA (C.) - - - -	106	PORT OF LIMERICK (F.) - - -	125
" BALLYSHANNON (F.) - -	107	" LONDONDERRY (F.C.) - - -	126
" BELFAST (C.) - - - - -	108	" NEWRY (F.) - - - - -	III
" CARLINGFORD BAR (C.) -	109	" NEW ROSS - - - - -	129
" COLERAINE - - - - -	110	" SLIGO (F.C.) - - - - -	130
" CORK (F.) - - - - -	111	" WESTPORT (C.) - - - - -	132
" DUBLIN (C.) - - - - -	114	" WEXFORD (C.) - - - - -	133
" DUNDALK (C.) - - - - -	116	" WATERFORD (C.) - - - -	135
" GALWAY (F.C.) - - - -	124		

RETURNS

RELATING TO

PILOTS AND PILOTAGE.

ENGLAND AND WALES.

PORT OF ARUNDEL.

Pilotage is Compulsory. Limits of District.—Undefined.

BYE-LAWS, &c.

See p. 1 of Parl. Paper, No. 210 of 1896.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Alfred Butler - - -	41	William Henry Collins -	42	William Steel - - -	40

RATES of PILOTAGE.

See p. 1 of Parl. Paper, No. 210 of 1896.

PORT OF ARUNDEL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				COASTERS.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour (Littlecham- ton).	-	- -	79	63 1 2½	-	- -	22	33 17 1½	101	96 18 4
From Sea to Ford and beyond Ford	-	- -	37	33 10 11½	-	- -	-	- -	37	33 10 11½
TOTAL - - -	-	- -	116	96 12 2	-	- -	22	33 17 1½	138	130 9 3½

(2.)—OUTWARDS.

From Harbour (Littlehampton) to Sea.	-	- -	83	64 14 6½	-	- -	22	33 17 1½	105	98 11 8
From Ford and beyond Ford to Sea	-	- -	33	29 17 1	-	- -	-	- -	33	29 17 1
TOTAL - - -	-	- -	116	94 11 7½	-	- -	22	33 17 1½	138	128 8 9

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	130 9 3½	By amount paid in respect of pilots -	245 18 9½
{ Outward pilotage -	128 8 9	By amount paid as contributions to pilots' pension or superannuation fund - - - - -	12 19 3
£. 258 18 -½		£. 258 18 -½	

ACCOUNT of all Monies received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	434 4 10	By amount paid for pension or superannuation to pilot (1) - - -	49 - -
To amount received as contributions to superannuation and pension fund :		By balance carried to next account :	
From pilots - - - -	12 19 3	Invested in 2½ per cent. Consols -	255 1 10
Interest, Post Office Savings Bank	14 1 -	Post Office Savings Bank - -	163 9 3
Dividends on Consols - -	6 6 -		
£. 467 11 1		£. 467 11 1	

24 February 1902.

Richard Holmes, Clerk.

PORT OF BARRY.

Pilotage is Free. Limits of District.—See p. 3 of Parl. Paper, No. 265 of 1900.

BYE-LAWS and RATES of PILOTAGE.

See p. 3 of Parl. Paper, No. 265 of 1900.

NAMES of PILOTS:

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
J. Berkeley - - -	59	M. White - - -	56	Barry and Cardiff.
E. Holmes - - -	56	D. Lewis - - -	46	
Jonathan Lewis - - -	56	T. Evans - - -	40	
F. Edwards - - -	64	J. Hubbard - - -	54	
J. H. Hancock - - -	58	W. H. Howe - - -	52	
Hor. Davies - - -	60	R. S. Reid - - -	47	
T. Richards - - -	64	P. Evans - - -	68	
D. Davies - - -	55	J. A. Clare - - -	46	
B. C. Morgan - - -	52	T. Lewis - - -	47	
G. Bowles - - -	56	F. Trott - - -	45	
A. Cope - - -	61	A. Woodward - - -	51	
Isaac Davies - - -	59	Rees Jones - - -	47	Barry and Newport.
John Davies - - -	55	J. T. Lewis - - -	42	
Thomas Cox - - -	60	W. Thompson - - -	50	
J. H. Cox - - -	54	J. Thompson - - -	47	
E. Cox - - -	45	H. C. Edmunds - - -	50	
Joseph Cox - - -	50	D. S. Davies - - -	38	Barry.
S. Harwood - - -	43	J. Sparks - - -	38	
W. Paterson - - -	46	H. J. Hancock - - -	37	
T. Jones - - -	53	C. Dalton - - -	38	
G. Bennett - - -	54	Samuel Davies - - -	31	
W. Dyer - - -	60	D. J. Jones - - -	27	
A. Sanders - - -	40	C. E. Bennett - - -	29	
T. B. Brown - - -	60	R. O. Burditt - - -	28	
O. Bowen - - -	58			

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Dd. Edward Lewis - -	20	Fred. Davies - - -	17	Frederick G. Case - -	20
Wm. Edward George - -	21	Lionel C. Urch Hunt - -	18	Arthur W. Garrett - -	16
Sidney A. Rooker - -	19	Edgar Case - - -	20	Edgar D. Sanders - -	17
Abraham Woodward - -	17	Ivan Dauntton - - -	20		

PORT OF BARRY—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	OVERSEA.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Barry Roads to Barry Docks - - -	1,837	4,458 10 8	806	1,513 7 4	2,643	5,971 18 -
From Nash Point to Barry Roads - - -	678	1,676 12 -	282	511 2 7	960	2,187 14 7
From Ilfracombe to Barry Roads - - -	51	292 3 4	71	234 4 2	122	526 7 6
From Lundy to Barry Roads - - - -	27	246 3 4	100	911 15 -	127	1,157 18 4
Sundries - - - -	76	76 5 -	51	54 2 6	127	130 7 6
TOTAL - - -	2,669	6,749 14 4	1,352	3,274 11 7	4,021	10,024 5 11

(2.)—OUTWARDS.

From Barry Docks to Barry Roads - - -	1,795	4,401 3 -	736	1,420 14 4	2,531	5,821 17 4
From Barry Roads to Nash Point - - -	743	1,844 8 4	274	560 8 4	1,017	2,404 16 8
From Barry Roads to Ilfracombe - - -	26	148 18 4	17	77 19 2	43	226 17 6
From Barry Roads to Lundy - - - -	40	356 18 4	70	571 3 4	110	928 1 8
Sundries - - - - -	144	157 17 6	61	65 10 -	205	223 7 6
TOTAL - - -	2,748	6,909 5 6	1,161	2,695 15 2	3,909	9,605 - 8

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	2,167 19 -	By amount paid in respect of pilots -	18,808 7 4
To gross amount received for { Inward pilotage -	10,024 5 11	By amount paid for printing and stationery, &c. - - - -	37 10 -
{ Outward pilotage -	9,605 - 8	By amount paid for income tax - -	13 15 -
To amount of fees received from applicants for renewal of pilots' licences (50)	26 5 -	By amount paid for accountant's salary and auditor's fee - - -	95 10 -
To amount received for fines and forfeitures from licensed pilots - - -	10 - -	By balance carried to next account -	2,928 4 5
To amount received from other sources :			
Interest - - - - -	49 3 8		
Fees for registering cutters - -	- 12 6		
£. 21,883 6 9		£. 21,883 6 9	

* Investments—Consols, 2,018*l.* 15*s.* ; Taff Vale Railway Preference Stock, 500*l.*

23 January 1902.

R. T. Duncan, Secretary.

PORT OF BERWICK.

Pilotage is Free. Limits of District.—See p. 3 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 5 of Parl. Paper, No. 247 of 1899.

NAMES of PILOTS.

John Hole - - aged 60 | Joseph Wood - - aged 54

AMOUNT received for PILOTAGE of VESSELS in 1901.

Pilotage is not Compulsory. No record is kept by the authorities.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	<i>£. s. d.</i>	<i>Cr.</i>	<i>£. s. d.</i>
To amount of fees received from applicants for pilots' licences (2) -	- 5 -	By amount paid for clerk to commissioners - - - - - -	- 5 -

14 January 1902.

Robert A. Darling, Secretary.

PORT OF BLAKENEY.

Pilotage is Compulsory in the case of vessels under 50 tons register.

Limits of District.—See p. 4 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 4 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

John Otway - - aged 76 | James Lee - - aged 63

PORT OF BLAKENBY—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour or Pit	3	1 8 9	41	21 15 9	1	- 11 3	-	- - -	-	- - -	45	23 15 9

(2.)—OUTWARDS.

From Harbour or Pit to Sea	8	2 10 4	37	20 - 9	-	- - -	-	- - -	-	- - -	45	23 11 1
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage -	23 15 9	By amount paid in respect of pilots -		46 6 10
	Outward pilotage -	22 11 1			
	£.	46 6 10		£.	46 6 10

5 May 1902.

C. J. Temple Lynes, Clerk.

PORT OF BOSTON.

Pilotage is Compulsory. Limits of District.—See p. 5 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 4 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Ernest Bayley -	27	William Stanley Holland	32	Henry Parker -	31
William Henry Cox -	32	Robert William Parker -	46	James William Longstaff -	31
Richard Bulmer Ellerby -	34				

PORT OF BOSTON—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From High Horn to Boston (11 miles)	173	130 15 6	29	57 6 5	25	21 14 3	168	238 5 7	395	448 1 9

(2.)—OUTWARDS.

From Boston to High Horn (11 miles)	185	215 10 8	11	16 4 3	45	41 2 5	144	226 3 2	385	499 - 6
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Note.—The sums paid for towage by steam cannot be ascertained, as the steamboats belong to a private company, who render no account to the pilot commissioners.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	874 13 6	By amount paid in respect of pilots -	937 13 -
To gross amount Inward pilotage -	448 1 9	By amount paid as contributions to pilots' superannuation fund -	41 - -
received for Outward pilotage -	499 - 6	By other expenses of pilotage authority, viz. :—	
To amount of fees received from applicants for—		Collector's commission of 1 per cent. on pilots' earnings -	9 9 3
Pilots' licences (3) -	6 6 -	Sundry expenses -	3 5 8
Renewals of pilots' licences (4) -	4 4 -	By amount paid for clerk -	50 - -
Masters' certificates (2) -	4 4 -	By amount paid for superintendent of pilots -	52 - -
Renewals of masters' certificates (6) -	6 6 -	By amount transferred to the harbour trust to the credit of the general fund -	801 7 10
To amount received from other sources, viz. :—		By balance carried to next account -	909 15 9
1d. per chaldron on coal, and 1d. per ton on merchandise on the register tonnage of vessels trading to and from the port -	953 11 6		
Bank interest -	8 4 3		
£. 2,804 11 6		£. 2,804 11 6	

* This amount was the balance in the treasurer's hands on the 4th February 1901, the date of the annual meeting of the trust, and was transferred to the harbour trust towards the expenses of the port, such as keeping up the pilot sloop, buoys, beacons, seamarks, &c.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	2 0 6	By amount paid for premiums on eight deferred annuity contracts effected through the Post Office Savings Bank -	60 12 6
To amount received as contributions to superannuation fund :		By amount paid to the widows of the following pilots drowned at sea while on duty, on cancelling annuity contracts :	
From pilots :		George Taylor Dawson -	113 15 -
Three licences and four renewals of pilot licences -	10 10 -	Thomas Shepherd -	105 - -
Contributions towards premiums on six deferred annuity contracts -	27 9 11	Thomas Flinn -	34 7 6
From other sources :		By balance carried to next account -	11 3 7
Two certificates and six renewals to masters to pilot their own vessels -	10 10 -		
Contribution from Revenue Account of pilot trust towards premiums on annuity contracts -	20 - -		
Return of premiums paid on three annuity contracts cancelled through death -	253 2 6		
Bank interest -	1 5 8		
£. 324 18 7		£. 324 18 7	

5 May 1902.

Charles Lucas, Clerk.

PORT OF BRISTOL.

Pilotage is Free, except within the limits of the Port of Bristol.

Limits of District.—See p. 7 of Parl. Paper, No. 154 of 1899; and section 3 of Bristol Pilotage Order, 1891, as confirmed by Pilotage Order Confirmation (No. 1) Act, 1891.

BYE-LAWS and RATES of PILOTAGE.

See p. 11 of Parl. Paper, No. 265 of 1900.

NAMES of PILOTS.

First-Class Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Frank Charles Ellis - -	37	William David Selway - -	42	Edward Rowland - -	65
Edwin Horace Adams Carey	37	John Pains - - -	72	Edward Craddy Rowland	34
Thomas Thayer - - -	56	Richard Arthur Case - -	45	John Browne - - -	66
Edward James Craddy - -	57	William George Smith - -	43	Josiah Mitchell - - -	45
James Joseph Adams Ellis	39	William Henry Thomas - -	41	John Reed - - -	41
Samuel Spear Bailey - -	67	William Hunt - - -	59	John Edward Canby - -	39
Samuel Buck - - -	39	Sidney George Thomas - -	52	Edwin Bound - - -	45

Second-Class Pilots.

Jesse Pains - - -	35	George Carey - - -	42	Henry Russell Canby - -	37
Enoch Edward Watkins - -	31	Joseph John Adams - -	34	Alfred Simpson Ellis - -	36

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Walter Case - - -	21	William George Thomas - -	15	William James Russell - -	13
Ernest Sidney Ray - - -	19	Leonard Bennett Vowles - -	19	John Pains - - -	23
Edgar James Gerrish - -	20	Leonard John Craddy - -	—	Leonard Joseph Smith - -	14
Charles Henry Buck - - -	16	Thomas George Bullock - -	16	Christopher Case - - -	19
Ernest Sidney Thayer - -	15	Sidney James Ray - - -	15	George Victor Thomas - -	14

PORT OF BRISTOL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	OVERSEA.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Lundy to Mumbles - - -	-	- - -	2	11 - -	2	11 - -
From Lundy to Barry Roads - - -	-	- - -	7	41 15 8	7	41 15 8
From Lundy to Penarth Roads - - -	1	14 - -	13	64 17 6	13	78 17 6
From Lundy to Newport District - - -	-	- - -	2	9 6 -	2	9 6 -
From Lundy to Kingroad - - -	-	- - -	1	5 7 6	1	5 7 6
From Lundy to Bristol - - -	23	332 19 8	87	813 16 3	110	1,145 15 6
From Nash to Penarth Roads - - -	1	4 10 -	-	- - -	1	4 10 -
From Nash to Kingroad - - -	7	89 7 6	8	43 - -	15	82 7 6
From Nash to Bristol - - -	223	2,695 1 9	108	725 16 3	330	3,420 18 -
From Holmes to Kingroad - - -	1	1 5 -	-	- - -	1	1 5 -
From Holmes to Bristol - - -	206	1,307 14 9	50	238 1 6	256	1,535 16 3
From Kingroad to Bristol - - -	55	302 3 6	20	58 2 3	75	260 5 9
TOTAL - - -	516	4,597 1 9	297	2,001 2 11	813	6,598 4 6

(2.)—OUTWARDS.

From Bristol to Kingroad - - -	48	185 18 -	16	38 11 9	64	224 9 9
From Bristol to Newport District - - -	43	298 16 -	30	108 7 -	63	407 3 -
From Bristol to Penarth Roads - - -	90	679 17 3	63	299 2 -	153	978 19 3
From Bristol to Holmes - - -	149	825 8 -	84	354 11 6	233	1,179 19 6
From Bristol to Barry Roads - - -	53	633 2 6	27	213 12 9	80	845 15 3
From Bristol to Nash - - -	116	1,581 15 6	35	223 17 3	151	1,805 13 9
From Bristol to Mumbles - - -	3	44 9 3	22	258 18 9	25	298 8 -
From Bristol to Lundy - - -	3	41 3 9	3	27 4 -	6	68 7 9
TOTAL - - -	604	4,390 10 3	270	1,518 5 -	774	5,808 15 3

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	6,598 4 8	By amount paid in respect of fees on masters and mates' certificates, paid to city treasurer - - -	86 2 -
{ Outward pilotage -	5,808 15 3	By amount paid in respect of fees on pilots' licences, paid to city treasurer -	37 16 -
To amount of fees received from applicants for—		By amount contributed by pilots to pilotage fund - - -	494 12 3
Pilots' licences (10) - - -	16 16 -	By amount paid by pilots for boats and men assisting ships up and down the River Avon, and into and out of Portishead Dock and Avonmouth Dock - - -	2,008 12 3
Renewals of ditto (20) - - -	21 - -	By amount of fees on pilotage notes paid to haven master for city treasurer - - -	294 9 -
Masters and mates' certificates (12) -	25 4 -	By amount retained by the pilots -	9,609 6 5
Renewals of ditto (58) - - -	60 18 -		
£.	12,530 17 11	£.	12,530 17 11

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received from fund invested in Bristol Corporation 3½ per Cent. Debenture Stock - - -	610 - 5	By amount paid for pensions or superannuations to pilots (23) - - -	610 - 5

PORT OF BRISTOL—continued.

PILOTAGE FUND established in pursuance of the Bye-law made 7th July 1891.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	583 7 11	By amount of contributions to the fund repaid to two pilots - - -	377 13 -
To amount received as contributions to superannuation and pension fund:		By amount invested in 750 <i>l.</i> Bristol Corporation 3½ per Cent. Debenture Stock	855 - -
From pilots - - -	494 12 3	By balance in treasurer's hands - -	197 8 6
From other sources:			
Masters and mates holding pilotage certificates -	237 17 2		
Interest on 3,719 <i>l.</i> 10 <i>s.</i> Bristol Corporation 3½ per Cent. Stock	122 11 10		
Interest on 495 <i>l.</i> Bristol Corporation 2½ per Cent. Stock	11 13 -		
£.	1,430 1 6	£.	1,430 1 6

25 February 1902.

Edmund J. Taylor, Town Clerk.

PORT OF CARDIFF.

Pilotage is Free. Limits of District.—See p. 69 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 10 of Parl. Paper, No. 268 of 1901.

NAMES of PILOTS.

Channel Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Peter Evans - - -	68	John Rees - - -	41	J. Hall - - -	66
Thomas Richards - -	64	Thomas Thomas - -	42	S. Harvey - - -	45
Horatio Davies - - -	60	J. H. Higgins - - -	41	W. H. Russell - - -	46
W. M. Davies - - -	56	W. Couth - - -	58	A. B. Foulke - - -	53
Evan T. Morse - - -	56	A. J. Alexander - -	41	T. Williams - - -	57
William Jenkins - -	52	W. S. Williams - -	39	George Elliott - - -	49
M. White - - -	55	W. Grimes - - -	43	A. Cope - - -	61
W. White - - -	52	D. Francis - - -	53	J. A. Howe - - -	50
W. H. Woodman - - -	41	J. Wright - - -	41	H. Harris - - -	63
John Reid - - -	41	R. H. England - - -	42	F. Trott - - -	45
T. Catterson - - -	65	J. Holmes - - -	39	B. S. Reid - - -	47
Lewis Jones - - -	58	John Jones - - -	49	John Jones - - -	58
T. H. Brook - - -	41	W. H. Howe - - -	51	A. Woodward - - -	61
J. Berkeley - - -	59	D. Davies - - -	54	T. Beer - - -	42
G. Rowles - - -	56	T. Jewell - - -	57	R. Pead - - -	42
E. Williams - - -	44	E. W. Thomas - - -	40	T. Hall - - -	50
W. Williams - - -	51	J. Wilson - - -	57	T. W. Evans - - -	46
H. C. James - - -	41	W. Jones - - -	60	Lewis Alexander - -	41
B. C. Morgan - - -	51	W. E. J. S. Dalling -	50	D. Lewis - - -	45
E. Holmes - - -	56	G. Woodward - - -	56	J. Hubbard - - -	64
J. Lewis - - -	55	D. James - - -	54	T. Russell - - -	50
D. Morse - - -	49	T. Trance - - -	48	P. Carpenter - - -	45
J. T. Harvey - - -	63	C. Rowell - - -	41	F. Denman - - -	40
J. H. Morse - - -	40	J. Morgan - - -	45	T. Lewis - - -	47
E. Edwards - - -	64	J. A. Clare - - -	47	T. H. S. Tamplin - -	45
E. Beecher - - -	56	G. Harris - - -	47	T. Morris - - -	44
J. H. Hancock - - -	58	E. Morgan - - -	41		

PORT OF CARDIFF—continued.

NAMES of PILOTS—continued.

First-Class Port Pilots.

NAMES.	Age.	NAMES.	Age.	NAMES.	Age.
A. E. Fisher - - -	59	R. A. Beer - - -	37	T. Richards - - -	36
D. Duggan - - -	39	W. Stoodley - - -	37	A. R. Edwards - - -	36
J. Thomas - - -	40	H. Baker - - -	63	W. Smith - - -	36
W. Morgan - - -	38	J. Bowen - - -	57	T. Griffiths - - -	36
W. Couch - - -	40	T. Harper - - -	37	J. Webb - - -	36
D. O'Connell - - -	39	T. Alexander - - -	37	T. H. Evans - - -	35
D. Morgan - - -	38	J. A. Smalldridge - - -	36	W. H. Jones - - -	35
B. Denman - - -	37	J. A. Duggan - - -	36	T. A. Welling - - -	35
J. R. Harris - - -	37				

Second-Class Port Pilots.

NAME.	Age.	NAME.	Age.	NAME.	Age.
E. Diggins - - -	36	P. Woodward, jun. - - -	35	J. Hubbard - - -	35

NAMES of APPRENTICES.

NAMES.	Age.	NAMES.	Age.	NAMES.	Age.
David R. James - - -	20	W. C. G. Morgan - - -	19	John J. Jones - - -	19
W. R. Cochlin - - -	21	Thomas Morgan - - -	19	Arthur A. Howe - - -	17
George Woodward - - -	22	George T. Bucknell - - -	20	Ivor Jones - - -	17
George Foulkes - - -	21	P. E. D. Rowles - - -	20	David Morse - - -	19
D. J. Howe - - -	22	R. W. Roderick - - -	19	H. E. Dalling - - -	18
Thomas Morgan - - -	21	A. J. Williams - - -	20	Charles Grimes - - -	17
John Morgan - - -	21	A. W. H. Elliott - - -	19	Arthur W. Thorning - - -	19
Ernest Cooper - - -	20	F. J. Couth - - -	19	David E. Morris - - -	17
Alfred Hall - - -	20	O. Hamlin - - -	19	Stanley T. Roderick - - -	16
John Jenkins - - -	20	B. Wilson - - -	19	Walter Bray - - -	17
Thomas H. Miller - - -	21	H. F. W. Wilson - - -	19	Joseph Henry Higgins - - -	17
Isaac T. White - - -	18	Ivor H. Richards - - -	18	Ivor Edward Williams - - -	14

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
From Lundy to Dock - - -	37	£. s. d. 504 8 5	309	1,968 15 6	246	2,473 8 11
From Ilfracombe to Dock - - -	85	344 17 6	188	1,187 1 3	223	1,531 18 9
From Nash to Dock - - -	1,071	7,124 1 1	895	4,345 9 9	1,966	11,470 10 10
From Roads to Dock - - -	1,847	4,105 9 6	599	931 2 -	2,446	5,036 11 6
TOTAL - - -	2,990	12,078 16 6	1,891	8,433 8 6	4,881	20,512 5 -

(2.)—OUTWARDS.

From Dock to Roads - - -	1,610	3,448 6 6	503	760 5 6	2,113	4,208 12 -
From Dock to Nash - - -	1,313	8,001 13 8	1,153	5,537 14 8	2,366	13,539 8 4
From Dock to Ilfracombe - - -	16	175 10 -	45	340 15 -	61	516 5 -
From Dock to Lundy - - -	34	469 10 -	94	1,085 17 10	128	1,554 7 10
Sundries - - -	-	813 - -	-	325 3 -	-	1,138 8 -
TOTAL - - -	2,873	12,903 - 2	1,795	7,999 16 -	4,668	20,902 16 2

PORT OF CARDIFF—continued.

CARDIFF PILOTAGE BOARD.—STATEMENT of ACCOUNT for Year ending 31st December 1901.

PILOTAGE ACCOUNT.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To receipts for pilotage - - - -	4,415 1 2	By balance from 1900 - - - -	366 11 11
To balance - - - - -	86 17 3	By amount paid to pilots - - - -	39,079 10 7
		By commission - - - - -	2,054 15 11
£.	41,500 18 5	£.	41,500 18 5

MANAGEMENT ACCOUNT.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.	£. s. d.
To balance from 1900 - - - -	917 6 3	By salary of clerk - - - -	300 - -	
To commission - - - - -	2,054 15 11	By salary of assistant clerk - - - -	156 - -	
To commission from masters of vessels -	13 5 -	By salaries of other officers - - - -	56 10 -	
		By rent, taxes, and repairs - - - -	167 - 11	
		By printing, stationery, and stamps - - - -	83 6 7	
		By office and incidental expenses - - - -	26 2 11	
		By telephone rent - - - -	8 - -	
		By auditor's fee - - - -	50 - -	
		By gas, water, and fuel - - - -	26 5 7	
		By guarantee premium - - - -	14 5 -	
		By law expenses - - - -	16 2 6	
		By amount transferred to Annuity Account - - - -	1,100 - -	2,003 13 6
		By balance - - - - -		981 13 8
£.	2,985 7 2	£.		2,985 7 2

ANNUITY ACCOUNT.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance from 1900 - - - -	25,980 18 10	By amount paid in annuities :	
To interest on investments - - - -	803 5 1	Sick allowances (29) - - - -	131 10 6
To contributions on Barry earnings -	89 7 6	Old-age annuitants (5) - - - -	107 18 -
To amount transferred from Management Account - - - -	1,100 - -	Widow annuitants (32) - - - -	453 15 4
To amount received for licences :		Children annuitants (21) - - - -	172 5 9
Pilots' licences (16) - - - -	16 16 -		865 9 7
Renewals (103) - - - -	54 1 6	Actuary's fee - - - -	12 12 -
Masters and mates' licences renewed (13) - - - -	12 1 6	By balance - - - - -	27,171 1 10
	82 19 -		
Less, examiners' fees - - - -	7 7 -		
	75 12 -		
£.	28,049 3 5	£.	28,049 3 5

PORT OF CARDIFF—continued.

BALANCE SHEET.

Dr.	£. s. d.	Cr.	£. s. d.
To balance of Annuity Account - -	27,171 1 10	By cash in hand - - - -	843 12 8
To balance of Management Account -	981 13 8	By loans to pilots - - - -	161 7 8
		By cash at London City and Midland Bank - - - -	1,825 10 3
		By pilotage outstanding - - -	85 17 3
		By Taff Vale Railway Debenture Stock - - -	3,000 - -
		By Penarth Dock Harbour and Railway Debenture Stock - - -	2,559 14 8
		By Rhymney Railway Debenture Stock - - -	1,350 17 6
		By Rhymney Railway Preference Stock - - -	2,329 4 1
		By Cardiff Corporation Stock - - -	6,620 7 -
		By Midland Railway Preference Stock - - -	1,315 18 6
		By Midland Railway Debenture Stock - - -	1,038 1 6
		By Newport Corporation - - - -	1,616 3 6
		By North-Eastern Railway Debenture Stock - - - -	1,289 16 5
		By Consols - - - - -	1,013 3 6
		By Cardiff Port Sanitary Authority - - -	2,500 - -
		By Barry Railway Preference Stock - - -	1,103 1 -
	£. 28,152 15 6		£. 28,152 15 6

1902

Thomas Evans, Clerk.

PORT OF CHESTER.

Pilotage is Free. Limits of District.—See p. 82 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 82 of Parl. Paper, No. 154 of 1889, and p. 42 of No. 181 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Benjamin Bennett (No. 1)	47	Edward Hewitt - -	54	Joseph Bennett - -	43
John Edwards - - -	47	Stephen Hewitt - -	46	David Price (No. 1) -	68
Robert Edwards - -	66	Thomas Hewitt (No. 1) -	39	David Price (No. 2) -	26
William Edwards - -	41	Benjamin Bennett (No. 3)	22	Thomas Hewitt (No. 2) -	26

PORT OF CHESTER—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS:

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Wild Roads to East of Connah's Quay - - - - -	98	£. s. d. 48 9 6	70	£. s. d. 63 6 6	8	£. s. d. 5 2 -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	1	£. s. d. 3 3 6	189	£. s. d. 140 1 6		
From Wild Roads to East of Mostyn to Connah's Quay - - - - -	85	£. s. d. 53 8 6	104	£. s. d. 77 8 -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	3	£. s. d. 6 10 -	192	£. s. d. 137 8 6		
From Wild Roads to Mostyn - - - - -	8	£. s. d. - 18 -	-	£. s. d. - - -	4	£. s. d. 7 17 6	3	£. s. d. 3 11 -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	7	£. s. d. 12 3 6		
From Sea to Mostyn - - - - -	-	£. s. d. - - -	-	£. s. d. - - -	1	£. s. d. 3 7 10	-	£. s. d. - - -	-	£. s. d. - - -	1	£. s. d. 8 - -	-	£. s. d. - - -	2	£. s. d. 3 7 10		
From Sea to Wild Roads - - - - -	8	£. s. d. 1 12 -	-	£. s. d. - - -	13	£. s. d. 66 11 -	-	£. s. d. - - -	-	£. s. d. - - -	2	£. s. d. 46 17 6	5	£. s. d. 13 15 9	23	£. s. d. 139 16 3		
From Sea to East of Mostyn to Connah's Quay - - - - -	-	£. s. d. - - -	2	£. s. d. 2 2 6	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	2	£. s. d. 2 2 6		
From Sea to East of Connah's Quay - - - - -	-	£. s. d. - - -	1	£. s. d. - - -	1	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	1	£. s. d. 2 16 -	3	£. s. d. 3 4 -		
TOTAL - - - - -	173	£. s. d. 194 8 -	177	£. s. d. 143 12 -	26	£. s. d. 94 6 4	3	£. s. d. 3 11 -	-	£. s. d. - - -	10	£. s. d. 52 17 6	10	£. s. d. 26 13 3	203	£. s. d. 437 6 1		

(2.)—OUTWARDS.

From East of Connah's Quay to Wild Roads - - - - -	44	£. s. d. 42 19 -	39	£. s. d. 41 19 -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	95	£. s. d. 84 18 -		
From East of Mostyn to Connah's Quay to Wild Roads - - - - -	93	£. s. d. 67 16 -	189	£. s. d. 173 8 6	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	1	£. s. d. 1 19 -	283	£. s. d. 243 3 6		
From East of Connah's Quay to Sea - - - - -	1	£. s. d. 3 10 -	-	£. s. d. - - -	3	£. s. d. 8 17 -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	1	£. s. d. 1 18 -	5	£. s. d. 14 5 -		
From East of Mostyn to Connah's Quay to Sea - - - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	3	£. s. d. 7 18 6	3	£. s. d. 7 18 6		
From Mostyn to Sea - - - - -	-	£. s. d. - - -	-	£. s. d. - - -	7	£. s. d. 16 17 2	-	£. s. d. - - -	-	£. s. d. - - -	5	£. s. d. 10 17 -	-	£. s. d. - - -	10	£. s. d. 27 14 8		
From Wild Roads to Sea - - - - -	-	£. s. d. - - -	1	£. s. d. - - -	4	£. s. d. 12 5 -	-	£. s. d. - - -	-	£. s. d. - - -	11	£. s. d. 29 10 6	5	£. s. d. 6 17 6	31	£. s. d. 51 13 -		
TOTAL - - - - -	150	£. s. d. 114 5 -	229	£. s. d. 216 7 6	14	£. s. d. 37 19 2	-	£. s. d. - - -	-	£. s. d. - - -	14	£. s. d. 40 8 -	10	£. s. d. 30 13 -	417	£. s. d. 429 12 8		

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for Inward pilotage -	437 5 1	By balance brought from last account -	39 5 2
To amount of fees received from applicants for pilots' licences -	3 3 -	By amount paid in respect of pilots -	851 15 7
To amount of fees received from applicants for renewals of pilots' licences -	9 9 -	By amount paid for rent of room, &c. -	10 17 6
To amount of fees received from applicants for renewals of masters and mates' certificates -	7 7 -	By amount paid for pilot master -	20 - -
To balance carried to next account -	35 1 6		
£.	921 18 3	£.	921 18 3

19 September 1902.

Samuel Smith, Clerk.

PORT OF GLOUCESTER.

Pilotage is Free. Limits of District.—See p. 11 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 20 of Parl. Paper, No. 268 of 1901.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Albert Everett - -	63	Enos Phillips - -	41	That portion of the Bristol Channel which lies eastward of Lundy Island, including the River Severn, to the City of Gloucester, and the River Wye to Chepstow Bridge. The pilotage is non-compulsory.
Enoch Brinkworth - -	45	Ambrose Aldridge - -	38	
Thomas Hill - - -	57	William Henry Smith - -	37	
William Everett - -	53	John Dowdeswell - -	38	
John King - - -	51	William Charles Smith - -	35	
Henry Mills - - -	51	Thomas Henry Price - -	35	
Frederick Pick - -	50	John Brinkworth - -	34	
Thomas Organ - - -	45	Frederick Pick - -	34	
George Morgan - -	44	Richard Morgan - -	31	
Joseph Tanner - -	44	Thomas Langford - -	31	
Robert Mills - - -	43	Henry Griffey - -	29	
Alfred Williams - -	41	Albert Price - -	31	
Thomas Morgan - -	41	James Williams - -	32	

NAMES of APPRENTICES.

Bruce Restarick Smith, aged 22 | Horace James Organ, aged 19 | Wilfred Robert Morgan, aged 17

PORT OF GLOUCESTER—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.															
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.																			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.																	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.																
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.											
From Landy to Sharpness.	-	-	-	-	-	-	3	50	3	-	-	-	1	9	3	4	-	-	-	17	103	5	21	253	17	4						
From Nash to Sharpness.	1	4	5	-	7	34	3	9	-	-	-	64	777	4	6	-	-	-	1	2	10	-	-	40	300	10	-	113	1,127	13	3	
From Holmes to Sharpness.	5	12	1	-	17	39	12	1	-	-	-	31	196	-	3	-	-	-	-	-	-	-	-	13	45	3	6	66	314	15	10	
From Kingroad to Sharpness.	69	95	12	-	348	441	19	9	-	-	-	46	210	-	3	-	-	-	-	-	-	-	-	37	120	12	-	490	968	4	-	
TOTAL - -	75	111	18	-	372	515	15	7	-	-	-	144	1,235	14	-	-	-	-	2	11	12	4	-	-	97	668	9	6	690	2,563	10	8

(2.)—OUTWARDS.

From Sharpness to Kingroad.	48	57	14	6	417	579	11	-	-	-	7	37	16	-	-	-	2	12	3	-	1	1	11	6	5	22	16	-	478	605	12	-	
From Sharpness to Holmes.	-	-	-	-	71	563	10	6	-	-	-	5	57	7	3	-	-	41	263	17	6	1	4	1	-	5	51	11	-	126	329	7	3
From Sharpness to Nash.	-	-	-	-	15	168	5	5	-	-	-	4	55	11	-	-	-	13	181	5	2	-	-	-	9	67	17	6	■	423	19	3	
From Sharpness to Landy.	-	-	-	-	2	39	14	-	-	-	-	3	38	12	-	-	-	5	40	6	6	-	-	-	-	-	-	-	10	108	12	6	
TOTAL - -	48	57	14	6	506	1,236	1	-	-	-	18	179	6	3	-	-	-	61	446	12	2	2	5	12	6	■	142	4	6	654	2,156	10	11

VESSELS changing at Cardiff Roads, Newport Roads, and Kingroad.

	No.	£.	s.	d.
Return of the amount paid by such vessels piloted into the roadsteads of Cardiff, Newport, and Kingroad as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same - - - - -	25	81	12	1
N.B.—Change of pilots takes place at Cardiff Roads, Newport Roads, and Kingroad.				

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To balance brought from last account - -	276	-	4	By amount paid in respect of pilots - -	4,493	11	4
To gross amount { Inward pilotage - -	2,563	10	5	By Lydney pilots - -	287	11	3
received for { Outward pilotage - -	2,166	10	11	By amount paid as contributions to pilots' pension or superannuation fund - -	149	3	8
To amount of fees received from applicants for renewals of pilots' licences - -	32	-	6	By amount paid for clerk - -	50	-	-
To amount received from other sources :				By amount paid for examiners or examinations - -	1	6	-
Lydney pilots - -	287	11	3	By amount paid for other officers - -	84	-	-
Poundage - -	14	8	9	By amount paid for stamps and cheque books - -	9	17	5
Collector's fees - -	30	14	-	By amount paid for stationery and printing - -	11	18	9
Interest on investments - -	228	15	6	By amount paid for expenses re amalgamation of pilots - -	5	5	-
Instalment of loan from Gloucester Harbour Board - -	5	8	2	By amount paid for surveys - -	7	14	-
				By amount paid for guarantee premium on collection of pilotage - -	1	11	3
				By amount invested in Cape of Good Hope Stock - -	223	10	-
				By balance carried to next account - -	279	6	3
£.	5,604	14	10	£.	5,604	14	10

PORT OF GLOUCESTER--continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation and pension fund -	149 3 8	By amount paid for pensions or superannuations to pilots (6) - - -	90 12 -
		By amount paid for pensions or superannuations to widows (11) - - -	68 11 8
£.	149 3 8	£.	149 3 8

10 May 1902.

Philip Cooke, Secretary.

PORT OF HARTLEPOOL

Pilotage is Free. Limits of District.—See p. 314 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 19 of Parl. Paper, No. 290 of 1897.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
1. Richard Hunter (resigned).	—	21. John Wood - -	63	48. John Pounder - -	42
2. William Coulson -	74	22. Luke Denton - -	64	49. Hunter Boagey - -	44
3. Robert Hodgson (resigned).	—	23. George Watt - -	61	50. Thomas Watt - -	38
4. Bartholomew Huntridge (resigned).	—	24. Robert Horsley - -	59	51. Michael Snowden - -	37
5. George Horsley (resigned).	—	25. John Pounder - -	65	52. James M. Metcalfe -	37
6. Thomas Horsley (resigned).	—	26. George H. Horsley -	64	53. Frederick Appleby -	36
7. Joseph Robinson -	72	27. Francis Spence - -	61	54. Eden J. Pounder - -	35
8. Edward Pounder -	65	28. George Davison - -	60	55. Robert Spence - -	38
9. Michael Coulson -	67	29. Thomas P. Metcalfe -	59	56. John Reed - -	36
10. Henry Hood (resigned).	—	30. Robert J. Storrow -	63	57. Thomas Carter - -	33
11. Robert Hood (resigned).	—	31. James Davison - -	59	58. Henry Reveley - -	35
12. Robert Pounder (resigned).	—	32. Robert Robinson - -	53	59. James S. Horsley -	34
13. Eden H. Pounder -	68	33. Thomas Pounder - -	52	60. Bartholomew Hunt- ridge.	36
14. Robinson Carter -	68	34. Eden Harrison - -	52	61. Cuthbert Coulson -	34
15. John H. Robinson (resigned).	—	35. John Hodgson - -	52	62. Thomas Harrison -	34
16. Samuel Hodgson -	66	36. Matthew Hunter - -	50	63. John W. Middleton -	32
17. William D. Spence -	65	37. Robert Snowden - -	54	64. John Denton - -	31
18. George Robinson -	65	38. John R. Hastings -	56	65. Thomas Pounder -	36
19. Robert Spence -	66	39. James Harrison - -	51	66. Simon B. Wood - -	36
20. Henry Reveley (resigned).	—	40. John Boagey - -	47	67. Robert Walker - -	29
		41. Thomas Hunter - -	46	68. Joseph P. Tuck - -	31
		42. Thomas Hood - -	48	69. George W. Naggs -	29
		43. William Moor - -	45	70. Thomas Pounder -	38
		44. Robert Coulson - -	44	71. Pounder Davison -	28
		45. Richard Robinson -	44	72. Jonathan Moor - -	28
		46. David Moor - -	43	73. Michael C. Johnson -	27
		47. Eden Pounder - -	40		

EIGHTEEN APPRENTICES.

PORT OF HARTLEPOOL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.											
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.							
From the German Ocean to the Port of Hartlepool.	765	999	2	8	320	1,059	19	5	213	328	12	2	508	817	15	10	1,806	3,205	10	1

(2.)—OUTWARDS.

From the Port of Hartlepool to the German Ocean.	760	963 7 -	316	1,054 11 8	207	294 5 7	515	859 15 3	1,798	3,171 19 6
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	53 13 11	By amount paid in respect of pilots -	5,978 17 2
To gross amount { Inward pilotage -	3,205 10 1	By amount paid in respect of pilot boat and watch-houses -	15 19 7
received for { Outward pilotage -	3,171 19 6	By amount paid in respect of contributions to pilots' pension or superannuation fund -	398 12 5
To amount of fees received from applicants for pilots' licences (8) -	6 - -	By amount paid in respect of property tax -	- 14 -
To amount of fees received from applicants for renewals of pilots' licences (57) -	57 - -	By amount paid in respect of audit fee -	2 2 -
To amount of fees received from applicants for renewals of pilots' acting orders (7) -	3 10 -	By amount paid in respect of election -	2 1 -
To amount received from other sources :		By amount paid in respect of cheque book -	- 4 -
Levy for repairs to dingy, watch-houses, &c. -	12 1 -	By amount paid in respect of stationery -	- 7 -
Services of dingy -	- 17 6	By amount paid for pilot master's salary and postages -	62 10 -
Interest on mortgage of 550 <i>l.</i> at 4 per cent. per annum, less 1 <i>s.</i> 0 <i>d.</i> in the £ -	20 15 3	By amount paid for clerk's salary and postages -	25 10 -
income tax, 1 <i>s.</i> 2 <i>d.</i> -		By balance carried to next account -	44 10 1
£. 6,531 7 3		£. 6,531 7 3	

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1,477 10 2	By amount paid for pensions or superannuations to pilots (8) -	73 2 6
To amount received as contribution to superannuation and pension fund from pilots -	398 12 5	By amount paid for collector's salary -	66 8 2
To amount received as contribution to superannuation and pension fund from other sources -	35 19 11	By amount paid for printing and stationery -	5 -
		By cash on deposit at National Provincial Bank of England (West Hartlepool Branch) -	1,480 11 3
		By cash on current account at ditto -	263 3 4
		By cash in hands of collector -	24 12 3
£. 1,912 2 6		£. 1,912 2 6	

14 April 1902.

T. Harry Tilly, Clerk.

PORT OF KING'S LYNN.

Pilotage is Compulsory between Lynn Harbour and Lynn Roads, but not in the Outer Districts.

Limits of District.—See p. 97 of Parl. Paper, No. 154 of 1889.

B Y E - L A W S, &c.

See p. 97 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Edward Greensacre -	57	George Blyth -	44	To pilot ships between Lynn Well Light Ship and Lynn Harbour.
William Green Dent -	48	William Potter -	42	
Edward Walter Haines -	46	Edward Neal -	38	
John Gamble -	50	Arthur Catton -	31	
George James Crake -	46	John Henry Petts -	31	
William Gamble -	48	John Harle (superannuated)	81	

Note.—The employment of pilots between Lynn Well Light Ship and Lynn Roads is not compulsory. The pilots are now under the King's Lynn Conservancy Board.

NAMES of APPRENTICES.

John Goodson - - aged 29 | John W. Smith - - aged 26

RATES of PILOTAGE.

See p. 15 of Parl. Paper, No. 160 of 1894.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lynn Well to Lynn Roads	1	2 12 -	3	10 13 -	-	-	6	17 2 -	10	30 7 -
From Roaring Middle to Lynn Roads.	11	14 2 9	43	88 12 6	2	8 8 9	78	121 7 8	129	227 11 8
From Lynn Roads to Lynn Harbour.	305	138 7 8	79	128 8 5	1	1 17 4	235	284 3 4	610	552 16 9
TOTAL - - -	217	155 2 5	125	227 18 11	3	5 6 1	304	422 12 7	649	810 15 -

(2.)—OUTWARDS.

From Lynn Harbour to Lynn Roads.	212	137 18 2	68	90 11 7	2	2 10 1	224	256 7 11	506	487 7 9
From Lynn Roads to Roaring Middle.	39	54 19 6	7	10 10 -	17	23 10 -	33	49 11 3	96	138 10 9
From Lynn Roads to Lynn Well	8	6 6 -	2	6 19 -	2	4 10 -	1	2 - -	8	19 16 -
TOTAL - - -	254	199 3 8	77	108 - 7	21	30 10 1	268	307 19 2	610	645 13 6

Note.—The books do not distinguish vessels towed by steam from others.

PORT OF KING'S LYNN—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount received for { Inward pilotage -	810 15 -	By amount paid in respect of pilots -	1,225 15 1
{ Outward pilotage -	645 13 6	By amount paid in respect of pilot boats	100 - -
To amount of fees received from applicants for masters and mates' certificates (1) - - - -	1 1 -	By amount paid as contributions to pilots' pension or superannuation fund	29 15 -
To amount of fees received from applicants for renewal of masters and mates' certificates (6) - - -	1 10 -	By amount paid in respect of other expenses of pilotage authority -	27 4 6
To amount received from extra services	30 6 1	By amount paid for wages of assistants	104 - -
		By amount paid for clerk - - -	1 1 -
		By balance carried to next account -	1 10 -
	£. 1,489 5 7		£. 1,489 5 7

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - - -	29 15 -	By amount paid for pensions or superannuations to pilots (1) - - -	25 - -
To amount received as contribution to superannuation and pension fund from other sources - - -	33 9 6	By amount paid for premiums on ten deferred annuity contracts with Post Office - - - - -	38 4 6
	£. 63 4 6		£. 63 4 6

8 February 1902.

W. D. Ward, Clerk.

PORT OF LANCASTER.

*Pilotage is Compulsory, except as regards vessels in ballast or Coasters.**Limits of District.—See p. 87 of Parl. Paper, No. 154 of 1889.*

BYE-LAWS, RULES and REGULATIONS.

See p. 87 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	Service for which Licensed.	NAMES.	Ages.	Service for which Licensed.
Richard Bagot - -	47	From Sea to Glasgow Dock.	Richard Bagot -	47	From Sunderland Point to Lancaster.
Richard W. B. Gardner	44		Richard W. B. Gardner	44	
Robert Roskell - -	57		Thomas Spencer -	44	
Richard Wright -	27		James Gardner -	33	
John Iddon . . .	36				

RATES of PILOTAGE.

See p. 89 of Parl. Paper, No. 154 of 1889.

PORT OF LANCASTER—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Glasson Dock	-	£. s. d.	-	£. s. d.	6	£. s. d.	-	£. s. d.	-	£. s. d.	6	£. s. d.
Ditto - ditto	-	-	-	-	11	30 4 4	-	-	2	10 1 2	13	40 5 6
Ditto - ditto	-	-	-	-	-	48 16 -	-	-	4	12 10 4	4	12 16 4
Ditto - ditto	-	-	-	-	-	-	-	-	1	1 19 1	1	1 19 1
Ditto - ditto	-	-	-	-	4	11 19 3	-	-	5	12 17 2	9	24 16 5
Ditto - ditto	16	16 19 -	-	-	-	-	-	-	-	-	16	16 19 -
Ditto - ditto	-	-	-	-	1	5 4 8	-	-	-	-	1	5 4 8
Ditto - ditto	-	-	-	-	10	43 13 -	-	-	1	2 8 -	11	46 1 -
Ditto - ditto	-	-	-	-	-	-	-	-	3	7 10 -	3	7 10 -
Ditto - ditto	2	3 15 -	-	-	-	-	-	-	-	-	2	3 15 -
Ditto - ditto	23	28 15 -	-	-	-	-	-	-	-	-	23	28 15 -
Ditto - ditto	1	10 -	-	-	-	-	-	-	-	-	1	10 -
Ditto - ditto	7	7 15 -	-	-	-	-	-	-	-	-	7	7 15 -
From Abbey Light to Lancaster	11	12 3 -	-	-	-	-	-	-	-	-	11	12 3 -
Ditto - ditto	7	4 2 8	-	-	-	-	-	-	-	-	7	4 2 8
From Glasson Dock	24	6 5 -	-	-	-	-	-	-	-	-	24	6 5 -
From Abbey Light	10	11 1 -	-	-	-	-	-	-	-	-	10	11 1 -
Ditto - ditto	2	1 1 4	-	-	-	-	-	-	-	-	2	1 1 4
From Glasson Dock	23	6 14 8	-	-	-	-	-	-	-	-	23	6 14 8
From Abbey Light	11	12 -	-	-	-	-	-	-	-	-	11	12 -
Ditto - ditto	4	2 8 -	-	-	-	-	-	-	-	-	4	2 8 -
From Glasson Dock	18	5 15 6	-	-	-	-	-	-	-	-	18	5 15 6
From Abbey Light	8	5 13 -	-	-	-	-	-	-	-	-	8	5 13 -
Ditto - ditto	6	3 10 8	-	-	-	-	-	-	-	-	6	3 10 8
From Glasson Dock	24	7 - 6	-	-	-	-	-	-	-	-	24	7 - 6
TOTAL	187	186 10 2	-	-	23	187 17 3	-	-	16	47 11 10	245	321 19 3

(2.)—OUTWARDS.

From Glasson Dock to Sea	-	-	-	-	-	-	-	-	2	5 12 2	2	5 12 2
Ditto - ditto	-	-	-	-	1	2 13 8	-	-	4	9 11 3	5	11 4 11
Ditto - ditto	-	-	-	-	5	9 10 2	-	-	-	-	5	9 10 2
Ditto - ditto	-	-	-	-	9	13 - 3	-	-	3	4 - 7	12	17 - 9
Ditto - ditto	-	-	-	-	2	2 19 1	-	-	-	-	2	2 19 1
Ditto - ditto	1	- 15 -	-	-	-	-	-	-	-	-	1	- 15 -
Ditto - ditto	2	- 14 -	-	-	-	-	-	-	-	-	2	- 14 -
Ditto - ditto	-	-	-	-	1	1 14 2	-	-	3	5 11 8	3	6 11 6
Ditto - ditto	-	-	-	-	11	14 15 3	-	-	-	-	11	14 15 3
Ditto - ditto	6	4 10 -	-	-	-	-	-	-	-	-	6	4 10 -
Ditto - ditto	1	8 6 -	-	-	-	-	-	-	-	-	1	8 6 -
Ditto - ditto	1	1 -	-	-	-	-	-	-	-	-	1	1 -
Ditto - ditto	-	-	-	-	-	-	-	-	1	2 3 3	1	2 3 3
Ditto - ditto	1	- 10 6	-	-	-	-	-	-	-	-	1	- 10 6
From Lancaster to Abbey Light	1	- 12 -	-	-	-	-	-	-	-	-	1	- 12 -
Ditto - Glasson Dock	15	3 17 -	-	-	-	-	-	-	-	-	15	3 17 -
Ditto - ditto	12	2 1 6	-	-	-	-	-	-	-	-	12	2 1 6
Ditto - Abbey Light	8	3 9 4	-	-	-	-	-	-	-	-	8	3 9 4
Ditto - Glasson Dock	12	3 9 6	-	-	-	-	-	-	-	-	12	3 9 6
Ditto - Abbey Light	4	2 8 -	-	-	-	-	-	-	-	-	4	2 8 -
Ditto - Glasson Dock	17	3 8 -	-	-	-	-	-	-	-	-	17	3 8 -
TOTAL	79	38 4 4	-	-	29	44 12 8	-	-	12	35 18 11	190	83 15 2

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage -	321 19 3	By amount paid in respect of pilots -		420 15 -
	Outward pilotage	98 15 9			
	£.	420 15 -		£.	420 15 -

10 February 1902.

Adam Russell, Secretary.

PORT OF LIVERPOOL.

Pilotage is Compulsory. Limits of District.—See p. 104 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 107 of Parl. Paper, No. 154 of 1889; p. 17 of Parl. Paper, No. 251 of 1891; and p. 29 of Parl. Paper, No. 290 of 1897.

BYE-LAWS made pursuant to the Merchant Shipping Act, 1894, as to the Contribution to be made towards the Pilotage Fund of the District by Masters and Mates who hold Pilotage Certificates for the Port of Liverpool.

At the Court at St. James's, the 13th day of May, 1901.

Present:—The King's most Excellent Majesty in Council.

WHEREAS by the 582nd and 583rd sections of the Merchant Shipping Act, 1894, it is enacted that a pilotage authority may, by bye-law made under Part X. of that Act, do within its district all or any of the things specified in the first-named section; but that a bye-law so made shall not take effect until it is submitted to His Majesty in Council and confirmed by Order in Council:

And whereas the Mersey Docks and Harbour Board, being a pilotage authority within the meaning of the said Act, have made certain bye-laws with respect to the contribution to be made towards the pilotage funds of the Liverpool District by the masters and mates of vessels holding pilotage certificates granted in pursuance of the said Act, which bye-laws are in substitution for the bye-laws for the same purpose already made by the pilotage authority, and approved by Order in Council of the eighteenth day of July one thousand nine

hundred and ninety-eight, for a period of three years from the thirty-first day of May, one thousand nine hundred and ninety-eight:

And whereas the provisions of section one of the Rules Publication Act, 1893, have been complied with:

And whereas it has been made to appear to His Majesty that the proposed bye-laws are reasonable and proper:

Now, therefore, His Majesty, by virtue of the powers vested in Him by the Merchant Shipping Act, 1894, and by and with the advice of His Privy Council, is pleased to approve of and signify His Consent to the said bye-laws, as set forth in the schedule hereto annexed, for a period of three years from and after the thirty-first day of May, one thousand nine hundred and one.

A. W. Fitzroy.

SCHEDULE to which the foregoing Order refers.

BYE-LAWS made by the Mersey Docks and Harbour Board, the Pilotage Authority of the Port of Liverpool, pursuant to the Merchant Shipping Act, 1894, Section 582.

1. The following bye-law shall commence and take effect from and after the thirty-first day of May, one thousand nine hundred and one.

2. Every master or mate who holds a pilotage certificate granted in pursuance of the Merchant Shipping Acts, enabling such master or mate to pilot any ship or ships within any part of the district over which the Mersey Docks and Harbour Board, as the pilotage authority, has jurisdiction, shall contribute towards the pilotage fund of the said district, as follows, that is to say:—

(a) Every such master or mate to whom a pilotage certificate shall be or shall have been granted, or who shall obtain, or who shall have obtained a renewal of any certificate so granted, enabling him to pilot any ship or ships therein specified drawing seventeen feet of water and upwards, shall contribute towards the said fund the sum of three pounds three shillings yearly, provided that such sum does

not exceed five per cent. of the pilotage dues which would be payable in respect of his ship if he had not held a pilotage certificate.

(b.) Every such master or mate to whom a pilotage certificate shall be or shall have been granted, or who shall obtain or who shall have obtained a renewal of any certificate so granted, enabling him to pilot any ship or ships therein specified drawing less than seventeen feet of water, shall contribute towards the said fund the sum of two pounds two shillings yearly, provided that such sum does not exceed five per cent. of the pilotage dues which would be payable in respect of his ship if he had not held a pilotage certificate.

The contribution above mentioned shall be payable to the treasurer for the time being of the Mersey Docks and Harbour Board, at the time when the fee for the granting or the renewal of the certificate of such master or mate is payable.

NAMES and AGES of PILOTS, &c.

NAME.	Age.	Rank.	Licence.	NAME.	Age.	Rank.	Licence.
STEAM PILOT BOAT, No. 1. "FRANCIS HENDERSON."				Steam Pilot Boat, No. 1. "Francis Henderson"— <i>continued.</i>			
John B. Sule -	49	1st Master	1st Class.	James S. Warden -	57	Pilot	1st Class.
Charles E. Cannon -	42	2nd " -	ditto.	William Roberts -	55	ditto	ditto.
William R. Buckley -	59	Shoremaster	ditto.	Henry P. Parry -	51	ditto	ditto.
William Owen -	64	Pilot	ditto.	George McAllister -	50	ditto	ditto.
Thomas Reason -	61	Jitto	ditto.	Henry Laver -	49	ditto	ditto.
John Maybrick -	60	ditto	ditto.	Henry L. Parry -	49	ditto	ditto.
William Hughes -	58	ditto	ditto.	Hugh Evans -	50	ditto	ditto.
Richard Leigh -	57	ditto	ditto.	William Davies -	50	ditto	ditto.
Richard Taggart -	60	ditto	ditto.				

PORT OF LIVERPOOL—continued.

NAME.	Age.	Rank.	Licence.	NAME.	Age.	Rank.	Licence.
Steam Pilot Boat, No. 1. "Francis Henderson"— continued.				Steam Pilot Boat, No. 2. "Leonard Spear"— continued.			
John Evans -	50	Pilot	1st Class.	Richard Littler -	43	Pilot	1st Class.
David Jones -	47	ditto	ditto.	Alexander Abernethy -	44	ditto	ditto.
Daniel Jones -	47	ditto	ditto.	George P. Buckley -	43	ditto	ditto.
John I. Jones -	42	ditto	ditto.	Ellis W. Hamer -	43	ditto	ditto.
Edward S. Chamberlin -	43	ditto	ditto.	Herbert V. Worrall -	42	ditto	ditto.
Charles H. Barnard -	43	ditto	ditto.	Thomas K. Dixon -	41	ditto	ditto.
Benjamin Llewellyn -	41	ditto	ditto.	Harry E. Williams -	38	ditto	ditto.
James B. Godfrey -	40	ditto	ditto.	William A. Smith -	39	ditto	ditto.
Samuel Hughes -	40	ditto	ditto.	Frank Wilkinson -	35	ditto	ditto.
Robert Taggart -	40	ditto	ditto.	William A. McIntosh -	37	ditto	ditto.
Thomas H. Griffiths -	38	ditto	ditto.	Alexander Donaldson -	36	ditto	ditto.
Morris W. Roberts -	38	ditto	ditto.	James McCallister -	35	ditto	ditto.
Edward J. W. Evans -	37	ditto	ditto.	Henry J. Evans (b) -	37	ditto	ditto.
William J. Taggart -	37	ditto	ditto.	William A. J. Williams -	34	ditto	ditto.
Ernest N. Morrison -	37	ditto	ditto.	George Holden -	35	ditto	ditto.
Richard A. Lewis -	34	ditto	ditto.	William C. Mylchreest -	35	ditto	ditto.
Joseph H. Manifold -	36	ditto	ditto.	James Parkinson -	32	ditto	ditto.
Samuel W. Liversage -	35	ditto	ditto.	John R. Martin -	31	ditto	ditto.
Cornelius A. Trantor -	36	ditto	ditto.	George T. Collins -	31	ditto	ditto.
Albert Jones -	32	ditto	ditto.	Charles Kelly -	32	ditto	ditto.
Samuel E. Spicer -	32	ditto	ditto.	John W. White -	31	ditto	ditto.
Frank Dalsiel -	32	ditto	ditto.	John T. Bresnen -	30	ditto	ditto.
Hugh L. Williams -	31	ditto	ditto.	John H. Eccleston -	30	ditto	ditto.
Charles Parkinson -	30	ditto	ditto.	Thomas Strother -	59	ditto	2nd Class.
Charles E. Vernon -	31	ditto	ditto.	George H. Clarke -	36	ditto	ditto.
James Smith -	65	ditto	2nd Class.	William C. Wilcox -	32	ditto	ditto.
William Jones -	55	ditto	ditto.	Adam J. Corfe -	29	ditto	ditto.
William P. Gaskell -	30	ditto	ditto.	William E. Sumner -	30	ditto	ditto.
William J. Holmes -	29	ditto	ditto.	William Williams -	30	ditto	ditto.
John M. Roberts -	30	ditto	ditto.	William L. E. Holden -	27	ditto	ditto.
John Lord -	28	ditto	ditto.	Robert Worrall -	28	ditto	ditto.
William A. Adams -	26	ditto	ditto.	John O. Edelsten -	25	ditto	3rd Class.
Gilbert H. Tongue -	27	ditto	3rd Class.	Thomas A. Williams -	26	ditto	ditto.
Samuel B. Deakin -	25	ditto	ditto.	Thomas E. Crellin -	25	ditto	ditto.
Robert G. Tregenza -	25	ditto	ditto.	Thomas W. Schofield -	22	ditto	ditto.
Robert G. Jones -	25	ditto	ditto.	Frederick Parkinson -	23	Boatman	Unlicensed.
Thomas W. Hughes -	20	Boatman	Unlicensed.	William M. Thomas -	20	ditto	ditto.
George Parker -	20	ditto	ditto.	Bertram McP. Bibby -	19	ditto	ditto.
Andrew H. Wilcox -	18	ditto	ditto.	Alexander N. McLeod -	20	ditto	ditto.
John H. Culligan -	19	ditto	ditto.	William A. Crafter -	19	ditto	ditto.
George McMullan -	18	ditto	ditto.	Thomas D. Jones -	18	ditto	ditto.
John Edwards -	18	ditto	ditto.	Fred Carter -	18	ditto	ditto.
John C. Radcliffe -	19	ditto	ditto.	Henry M. Tibbells -	19	ditto	ditto.
Fred. J. Rimington -	18	ditto	ditto.	Herbert C. Ankers -	18	Candidate	ditto.
Ernest Harris -	18	ditto	ditto.	Alfred A. M. Knowler -	17	ditto	ditto.
Raymond F. McIntire -	19	Candidate	ditto.	Edgar H. Lewis -	17	ditto	ditto.
Edwin J. Croston -	19	ditto	ditto.	Charles A. Lockyer -	16	ditto	ditto.
Thomas L. Evans -	17	ditto	ditto.				
STEAM PILOT BOAT, No. 2. "LEONARD SPEAR."				STEAM PILOT BOAT, No. 3. "QUEEN VICTORIA."			
John Lewis -	42	1st Master	1st Class.	Joseph E. Sumner -	61	1st Master	1st Class.
Frederick Rogers -	36	2nd "	ditto.	William H. Jevons -	44	2nd "	ditto.
William R. Owen -	61	Pilot	ditto.	Frederick Schaivi -	61	Shoremaster	ditto.
David Evans -	59	ditto	ditto.	Hugh Jones -	63	Pilot	ditto.
John M. Horswell -	59	ditto	ditto.	George F. Parkinson -	63	ditto	ditto.
Henry J. Evans (a) -	58	ditto	ditto.	John Hughes -	62	ditto	ditto.
Thomas Clayton -	56	ditto	ditto.	John Williams -	60	ditto	ditto.
Thomas Dixon -	55	ditto	ditto.	John H. Wilson -	58	ditto	ditto.
George Dawson -	56	ditto	ditto.	William H. Dawson -	58	ditto	ditto.
James S. Holmes -	57	ditto	ditto.	Richard B. Courtney -	58	ditto	ditto.
John S. Cottier -	53	ditto	ditto.	William Harrison -	55	ditto	ditto.
David Christie -	49	ditto	ditto.	Jonathan Hetherington -	56	ditto	ditto.
Isaac Bell -	53	ditto	ditto.	Edward M. Jones -	55	ditto	ditto.
William W. Webster -	52	ditto	ditto.	John J. Campbell -	54	ditto	ditto.
Charles F. Felton -	53	ditto	ditto.	John G. Jones -	51	ditto	ditto.
Robert H. Boulton -	50	ditto	ditto.	William H. Colquitt -	49	ditto	ditto.
Frederick A. Roberts -	40	ditto	ditto.	William Backhouse -	48	ditto	ditto.
Robert J. Pedlar -	43	ditto	ditto.	Thomas Owen -	49	ditto	ditto.
				Richard J. Gore -	47	ditto	ditto.

PORT OF LIVERPOOL—continued.

NAME.	Age.	Rank.	Licence.	NAME.	Age.	Rank.	Licence.
Steam Pilot Boat, No. 3. "Queen Victoria"— continued.				Steam Pilot Boat, No. 4. "David Fernie"— continued.			
David S. Jones	45	Pilot	1st Class.	William Evans	59	Pilot	1st Class.
John A. E. Martin	45	ditto	ditto.	George Parry	54	ditto	ditto.
John Davies	43	ditto	ditto.	Henry J. Manchester	50	ditto	ditto.
James Wookey	43	ditto	ditto.	John R. Jones	50	ditto	ditto.
Nicholas Kelly	42	ditto	ditto.	William H. Davies	45	ditto	ditto.
Edward J. Ledger	42	ditto	ditto.	Alfred G. Pearce	48	ditto	ditto.
Robert L. Roberts	43	ditto	ditto.	John A. Rutherford	47	ditto	ditto.
George H. R. Lewis	40	ditto	ditto.	John Bell	45	ditto	ditto.
James Allan	42	ditto	ditto.	Thomas E. Parry	44	ditto	ditto.
Henry Roberts	41	ditto	ditto.	John A. Partington	48	ditto	ditto.
James Cousins	38	ditto	ditto.	John Tomkinson	46	ditto	ditto.
Benjamin Ellis	36	ditto	ditto.	John O. Strange	46	ditto	ditto.
Thomas Banks	34	ditto	ditto.	Robert D. Garden	48	ditto	ditto.
Thomas H. Peterson	37	ditto	ditto.	William J. Felton	45	ditto	ditto.
Richard Shaw	36	ditto	ditto.	Edward C. Harris	44	ditto	ditto.
William T. Ankers	36	ditto	ditto.	Robert Allen	44	ditto	ditto.
William G. Harrison	33	ditto	ditto.	Frederick W. T. Penny	42	ditto	ditto.
William Edmonds	32	ditto	ditto.	John J. Peterson	42	ditto	ditto.
William B. Thompson	32	ditto	ditto.	Samuel W. Hughes	41	ditto	ditto.
William Bird	31	ditto	ditto.	Thomas F. Inkester	43	ditto	ditto.
John W. Jones	48	ditto	2nd Class.	Thomas H. Griffiths	44	ditto	ditto.
Matthew N. Cameron	30	ditto	ditto.	George W. Barnard	41	ditto	ditto.
William Pemberton	28	ditto	ditto.	William A. Dixon	40	ditto	ditto.
Duncan D. McIntosh	29	ditto	ditto.	James F. Jones	39	ditto	ditto.
Samuel Jones	29	ditto	ditto.	John W. P. Durrant	39	ditto	ditto.
Albert E. Ankers	28	ditto	ditto.	Hugh Roberts	36	ditto	ditto.
Harry Fisher	27	ditto	ditto.	Robert J. Durrant	36	ditto	ditto.
Charles W. Webster	26	ditto	ditto.	Frederick J. Loveridge	38	ditto	ditto.
Albert E. Pauling	26	ditto	3rd Class.	Albert Lever	35	ditto	ditto.
John F. McWhor	25	ditto	ditto.	David Cannan	37	ditto	ditto.
George Sale	24	ditto	ditto.	William J. Fred- erickson.	44	ditto	ditto.
William T. Owen	21	Boathand	Unlicensed.	Hugh T. Hughes	35	ditto	ditto.
William H. Wilcox	20	ditto	ditto.	Frederick A. Peterson	35	ditto	ditto.
Charles T. Craymer	19	ditto	ditto.	George D. H. Hood	31	ditto	ditto.
George Buckley	20	ditto	ditto.	Charles H. Caldwell	31	ditto	ditto.
Herbert Linaker	19	ditto	ditto.	Thomas F. Boyd	39	ditto	2nd Class.
Harold W. Strother	18	ditto	ditto.	Bruce Thompson	30	ditto	ditto.
John W. Campbell	19	ditto	ditto.	Matthew N. Bird	30	ditto	ditto.
Robert C. Monk	19	ditto	ditto.	William H. Buckley	30	ditto	ditto.
Charles Thomas	17	Candidate	ditto.	William T. Small	29	ditto	ditto.
Lawrence B. Wood- ward.	17	ditto	ditto.	Everett G. Bibby	26	ditto	ditto.
John McClory	17	ditto	ditto.	James H. Goodall	28	ditto	ditto.
Bertram F. Rowan	16	ditto	ditto.	James B. Mills	24	ditto	3rd Class.
				Charles E. Andrews	21	Boathand	Unlicensed
				Lewis Jones	21	ditto	ditto.
				James Mills	19	ditto	ditto.
				Thomas Gerrard	20	ditto	ditto.
				George L. Brazendale	19	ditto	ditto.
				Thomas H. Webster	18	ditto	ditto.
				William G. McAllister	19	ditto	ditto.
				Thomas W. R. Cock- ram.	18	ditto	ditto.
				Richard S. Bennett	18	ditto	ditto.
				Joseph A. Torpey	16	Candidate	ditto.
				Raymond Yearsley	17	ditto	ditto.
				Harry Dutton	17	ditto	ditto.
STEAM PILOT BOAT, No. 4. "DAVID FERNIE."							
Thomas Edwards	63	1st Master	1st Class.				
Nicholas Morgan	44	2nd "	ditto.				
Thomas B. Bark	44	Pilot	ditto.				
James McLean	64	ditto	ditto.				
John Henderson	61	ditto	ditto.				
John Hughes	65	ditto	ditto.				
Henry Dean	60	ditto	ditto.				
Henry S. Blundell	59	ditto	ditto.				
Edward Woods	58	ditto	ditto.				
William Roberts	58	ditto	ditto.				

RATES of PILOTAGE.

See pp. 118 and 119 of Parl. Paper, No. 154 of 1889.

PORT OF LIVERPOOL—continued.

312.

RETURN, pursuant to the 585th Section of "The Merchant Shipping Act, 1894," of the Total Amount received for PILOTAGE of VESSELS Into and Out of the Port of LIVERPOOL, in the Year 1901, distinguishing the Amounts received from FOREIGN VESSELS and from BRITISH VESSELS respectively, together with the Number of the Vessels paying such Amounts.

(1.)-INWARD S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.		
	COASTWATER.		OVERSEA.		OVERSEA.		No.	Pilotage Rates (the Property of the Pilot), Levied for the Pilot's Services.	Pilot Boat Rates (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.	Total Rates Received.	
	Pilotage Rates (the Property of the Pilot), Levied for the Pilot's Services.	Pilot Boat Rates (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.	Pilotage Rates (the Property of the Pilot), Levied for the Pilot's Services.	Pilot Boat Rates (the Property of the Mersey Docks and Harbour Board), Levied for the Maintenance, &c., of the Boats.							
From West of Ormeauhead to Liver- pool	£. s. d. 488 19 10	£. s. d. 161 - 8	£. s. d. 864 19 6	£. s. d. 864 19 6	No. 306	£. s. d. 13,300 7 7	£. s. d. 6,350 14 3	£. s. d. 1,457 13 9	£. s. d. 4,800 8 11	£. s. d. 34,611 1 9	£. s. d. 6,094 3 8
From East of Ormeauhead to Liver- pool	£. s. d. 749 2 8	£. s. d. 384 8 4	£. s. d. 1,013 11 1	£. s. d. 719 4 3	No. 400	£. s. d. 3,643 11 9	£. s. d. 719 4 3	£. s. d. 461 - 11	£. s. d. 1,577 9 7	£. s. d. 3,781 16 -	£. s. d. 3,498 10 6
TOTAL	£. s. d. 1,188 1 7	£. s. d. 416 9 -	£. s. d. 1,990 10 7	£. s. d. 7,849 16 5	No. 3,394	£. s. d. 31,923 19 4	£. s. d. 7,849 16 5	£. s. d. 3,318 14 8	£. s. d. 6,413 18 6	£. s. d. 38,372 17 9	£. s. d. 8,633 13 2
From Liverpool to Liverpool Bar Light Vessel or Horse Chan- nel Railway Buoy, and in some cases beyond	£. s. d. 907 2 3	£. s. d. 320 8 10	£. s. d. 1,906 11 -	£. s. d. 2,194 13 11	No. 1,096	£. s. d. 11,543 10 8	£. s. d. 2,194 13 11	£. s. d. 944 11 3	£. s. d. 3,161 11 1	£. s. d. 14,377 4 7	£. s. d. 4,106 2 3
TOTAL	£. s. d. 1,188 1 7	£. s. d. 416 9 -	£. s. d. 1,990 10 7	£. s. d. 7,849 16 5	No. 3,394	£. s. d. 31,923 19 4	£. s. d. 7,849 16 5	£. s. d. 3,318 14 8	£. s. d. 6,413 18 6	£. s. d. 38,372 17 9	£. s. d. 8,633 13 2
TOTAL INWARDS AND OUTWARDS											
£. s. d. 64,831 3 4											
£. s. d. 3,738 13 8											
£. s. d. 14,452 16 -											
£. s. d. 1,002 19 -											
£. s. d. 11,455 16 -											
£. s. d. 93,516 37 -											
GRAND TOTAL											

Adm.—Bounty charges in connection with Pilotage, such as transporting, days in river, detention at sea, travelling expenses, &c.

444.—*Survey charges in connection with Pilotage, such as transporting, days in river, detention at sea, travelling expenses, &c.*

PORT OF LIVERPOOL—continued.

**STATEMENT of the LIVERPOOL PILOTAGE RECEIPTS and EXPENDITURE, for the Year ended
31st December 1901.**

RECEIPTS.			EXPENDITURE.		
To balance of the pilot boat account to 31st December 1900	£. s. d.	£. s. d.	By amount paid in respect of Pilots, viz.:	£. s. d.	£. s. d.
	69,317 18 3		Percentage for annuity fund	2,963 14 6	
To balance of the depreciation account to 31st December 1900	4,075 - -		Percentage for collection expenses	475 12 5	
To balance of pilotage fund of the Liverpool District (pilots' licence account)	1,745 6 7	75,138 4 10	By amount paid over to pilots	44,730 16 1	48,000 0 -
To Pilotage Rates, &c.:			By amount paid in respect of Pilot Boats, viz.:		
Inward pilotage	23,619 19 5		Repairs and maintenance	4,764 19 1	
Outward pilotage	15,701 8 11		Salaries, wages, victualling, and miscellaneous charges	5,845 5 1	
Transporting charges, extra days, &c.	3,340 18 2		Steam steering gear for Nos. 1 and 2 pilot boats	684 16 1	
Travelling expenses	488 - 5	48,060 2 -	Insurance and depreciation of pilot boats	3,005 - 2	
To Pilot Boat Rates:			Percentage for annuity fund	540 19 -	
Inward pilotage	9,964 3 1		Percentage for collection expenses	154 11 2	
Outward pilotage	4,448 13 11		Interest on purchase money, &c.	3,411 17 3	
Transporting charges, extra days, &c.	1,002 19 -	15,455 15 -	Less,—Interest on cash balance	2,508 19 10	
To amount received for services to barque "Sigyn"	30 - -			903 17 5	15,373 8 -
To amount received for services to paddle steamer "Moth"	61 - -	61 - -	By amount paid in respect of General Expenses, &c., viz.:		
To amount set aside for insurance and depreciation account	3,035 5 -		Salary of superintendent	900 - -	
Interest	162 16 3	3,178 1 3	Salary of clerk	160 - -	
To amount of Fees, &c. received from applicants for—			Salaries of other officers	530 - -	
Pilots' licences	43 1 -		Examination expenses on licences	30 3 5	
Renewals of pilots' licences	684 4 -		Examination expenses on certificates	87 8 7	
Interest	80 - 11	748 5 11	Miscellaneous charges on licences	283 9 10	
Pilotage certificates for masters and mates	446 2 -		Miscellaneous charges on certificates	18 14 6	
Renewals of masters and mates' certificates	1,086 15 -		Surplus receipts of fees on certificates transferred to pilotage annuity fund	1,434 8 5	2,353 4 9
Interest	7 14 6	1,540 11 6	By amount of fines and forfeitures transferred to pilotage annuity fund		12 10 6
To amount received for fines and forfeitures from licensed pilots		12 10 6	By balance of the pilot boat account to 31st December 1901	£. s. d.	
To amount of contributions from masters and mates	£. s. d.		By balance of the insurance and depreciation account	68,991 5 3	
	1,011 3 -		By balance of pilotage fund of the Liverpool District (pilots' licence account)	7,353 1 3	
Less,—Amount returned	244 6 10			1,867 15 5	78,109 1 11
		766 16 3			
	£. 144,981 7 2			£. 144,981 7 2	

**RECEIPTS and EXPENDITURE of the LIVERPOOL PILOTAGE ANNUITY FUND ACCOUNT, for the Year ended
31st December 1901.**

RECEIPTS.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
To balance to 31st December 1900, viz.:			By amount paid for Annuities, &c. to—		
Amount invested in bonds of the Mersey Docks and Harbour Board - - -	18,000	- -	62 pilots - - - - -	2,439	19 11
Amount in the hands of the Board - - -	1,918	18 6	79 widows - - - - -	1,435	8 8
			26 orphans - - - - -	119	19 2
		19,918	19		3,994
To amount received as Contributions, viz.:			By balance to 31st December 1901, viz.:		
Percentage on pilotage rates - - - -	3,553	14 6	Amount invested in bonds of the Mersey Docks and Harbour Board - - -	20,000	- -
Percentage on pilot boat rates - - - -	540	19 -	Amount in the hands of the Board - - -	1,443	10 -
		3,394			21,443
To amount transferred from pilotage certificate account -	1,434	8 8			
To amount transferred from fines and forfeitures account -		12 10 6			
To amount received as special donations from pilots - -		25 14 11			
	£.	s. d.			
To amount received for interest on bonds -	563	8 -			
To income tax returned - - - - -	25	- 4			
	588	8 4			
Add,—Interest on cash balance - - -	42	3 7			
		630			
	£.	26,426		£.	26,426
		17			17

24 January 1901.

Miles Kirk Burton,
General Manager and Secretary.

PORT OF LLANELLY.

Pilotage is Free. Limits of District.—See p. 122 of Parl. Paper, No. 154 of 1899.

BYE-LAWS and RATES of PILOTAGE.

See p. 122 of Parl. Paper, No. 154 of 1899.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
David Thomas - -	73	Richard Thomas - -	62	Robert Richards - -	48
William Williams - -	63	John Richards - -	49	William James - -	44
David C. Bonnell - -	68	David Charles - -	51	John Williams - -	44
Richard Arnold - -	62	Thomas Jenkins - -	51	Joseph Bowen - -	49
Richard Richards - -	68	John James - -	50	David Arnold - -	40
Isaac Arnold - -	64	Thomas Davies - -	52	Frederick Davies - -	34
John Treharne - -	61				

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Llanelly - -	448	698 10 6	130	315 2 10	33	68 15 2	92	186 11 8	703	1,249 - 2

(2.)—OUTWARDS.

From Llanelly to Sea - -	310	£. s. d. 278 14 6	146	£. s. d. 354 - 8	12	£. s. d. 19 12 9	118	£. s. d. 219 18 5	566	£. s. d. 872 5 11
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Note.—No difference in rates, whether towed or not.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	123 10 -	By amount paid in respect of pilots -	1,742 3 7
To gross amount received for		By amount paid in respect of pilot boats -	200 10 6
Inward pilotage -	1,249 - 2	By amount paid in respect of contributions to pilots' pension or superannuation fund -	155 15 5
Outward pilotage -	872 5 11	By balance carried to next account -	146 6 8
£. 2,244 16 1		£. 2,244 16 1	

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1,409 11 7	By amount paid for pensions or superannuations to pilots (6) -	75 14 8
To amount received as contribution to superannuation and pension fund from pilots - - - -	155 15 5	By amount paid for pensions or superannuations to widows (9) -	53 8 3
To amount received from other sources -	60 5 6	By balance carried to next account -	1,496 10 -
£. 1,625 12 6		£. 1,625 12 6	

5 June 1902.

Henry W. Spowar, Clerk.

PORT OF NEWPORT (MONMOUTH).

Pilotage is Free. Limits of District.—See p. 56 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 24 of Parl. Paper, No. 210 of 1896, and p. 31 of Parl. Paper, No. 265 of 1900.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
James T. Lewis* - -	45	Isaac Davies* - -	50	To pilot vessels over that portion of the Bristol Channel which lies eastward of Lundy Island, up to and including Kingroad and the River Usk as far as Caerleon Bridge.
Edwin Barnes - - -	46	Charles Williams - -	39	
John Thompson* - -	47	Thomas Cox* - - -	50	
Rees Jones* - - -	47	Richard Ireland - -	53	
Elijah Cox* - - -	46	William H. Fisher - -	61	
John G. Gould - - -	63	James Comerford - -	42	
David Phillips - - -	49	Isaac Gilmore - - -	56	
William J. Pearce - -	39	John H. Cox* - - -	54	
Henry C. Edmunds* - -	51	William Thompson* - -	50	
Samuel J. Small - - -	55	William J. Evans - -	50	
John G. Montgomery -	36	John Gilmore - - -	52	
James Lewis - - -	65	Henry T. Goldsworthy -	42	
Charles Ebsworth - -	53	John Davies - - -	41	
John Davies*, - - -	56	James McAtee - - -	42	
Thomas G. Jones - - -	48	Henry J. Fry - - -	43	
John Phillips - - -	41	Thomas J. Ray - - -	39	
Joseph Cox* - - -	51	William J. Bowden - -	40	
William Ray - - -	44	George A. Goldsworthy -	40	
Morgan H. Griffiths -	40	Daniel S. Davies* - -	39	
William J. Davies - -	35	Thomas Leonard - - -	40	
Arthur Wheeler - - -	51	Frank Ridge - - -	56	
J. M. Brown - - -	59	John P. Quinlan - - -	35	
Henry Hore - - -	54	Peter Campbell - - -	50	
Nicholas Kearney - -	60	Allan Livingstone - -	40	

* Those pilots against whose names an asterisk (*) is placed are not acting immediately under this Authority, but are partly under the control of the Barry Pilotage Board.

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James George Small -	19	Benjamin Fisher - -	18	Herbert George Ray - -	17
Fred Gapper - - -	19	Arthur Edward Jones -	18	Joseph Matthews - - -	19
Frederick Henry Thomas Goldsworthy.	18	John Ash Williams - -	18	John Penrhyn Phillips -	17
George James Buck - -	22	William Merton Edwards -	19	James Frederick Hillman -	17
Robert Bowen - - -	21	George Stanley Burnett Evans.	17	James Thomas - - -	18
Bertram Collings - -	22	Willie John Pring - -	19	William Leaky - - -	18
Henry Augustus Small -	18	William Wallace Ireland -	18		

PORT OF NEWPORT (MONMOUTH)—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.								TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.				OVERSEA.					
	Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
NEWPORT.														
From River's Mouth to Newport	47	£. s. d. 91 4 6	133	£. s. d. 188 13 -	-	£. s. d. - - -	16	£. s. d. 30 5 6	-	£. s. d. - - -	17	£. s. d. 90 5 6	213	£. s. d. 340 8 6
From Holmes to Newport	243	717 8 6	206	606 18 -	-	- - -	63	135 2 -	-	- - -	67	163 11 6	574	1,513 - -
From Nash Point to Newport	187	1,090 7 -	134	338 15 -	-	- - -	98	447 1 8	-	- - -	197	968 12 6	617	3,394 18 -
From Ilfracombe to Newport	11	91 13 -	6	70 18 -	-	- - -	18	119 16 -	-	- - -	35	230 10 6	70	503 14 6
From Lundy Island to Newport	49	358 1 -	19	106 13 -	-	- - -	23	128 10 6	-	- - -	84	764 10 6	165	1,407 14 -
CARDIFF.														
From Lundy Island to Cardiff Roads	1	11 10 -	1	11 10 -	-	- - -	1	7 - -	-	- - -	16	108 10 -	19	139 10 -
From Ilfracombe to Cardiff Roads	-	- - -	1	2 15 -	-	- - -	1	6 10 -	-	- - -	2	13 - -	4	23 5 -
From Nash Point to Cardiff Roads	-	5 - -	3	18 10 -	-	- - -	6	11 7 6	-	- - -	11	23 7 6	23	49 5 -
BRISTOL.														
From Lundy Island to Kingroad	3	31 11 6	-	- - -	-	- - -	-	- - -	-	- - -	2	9 3 8	5	40 15 8
From Ilfracombe to Kingroad	-	- - -	1	6 3 -	-	- - -	-	- - -	-	- - -	2	10 13 -	3	17 6 -
From Minehead to Kingroad	1	4 1 9	5	39 12 3	-	- - -	-	- - -	-	- - -	4	6 15 2	10	43 9 9
GLOUCESTER.														
From Lundy Island to Kingroad	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	4	23 11 2	4	39 11 2
From Nash Point to Kingroad	-	- - -	3	14 10 -	-	- - -	-	- - -	-	- - -	3	7 - -	6	31 10 -
BARRY.														
From Lundy Island to Barry Roads	1	10 - -	-	- - -	-	- - -	3	17 10 -	-	- - -	4	37 16 8	7	54 6 8
From Ilfracombe to Barry Roads	2	11 5 -	-	- - -	-	- - -	2	11 16 8	-	- - -	1	5 6 8	5	39 3 4
From Nash Point to Barry Roads	-	- - -	1	2 13 4	-	- - -	-	- - -	-	- - -	2	5 13 4	4	3 6 8
PORT TALBOT.														
From Lundy Island to Port Talbot Harbour.	1	6 3 4	1	8 6 8	-	- - -	-	- - -	-	- - -	-	- - -	2	17 10 -
Tide Work	-	- - -	-	- - -	748	831 3 -	-	- - -	-	- - -	-	- - -	748	831 3 -
TOTAL	654	2,431 8 7	505	1,898 18 0	748	831 3 -	219	961 19 8	-	- - -	482	2,375 13 11	2,478	3,485 19 11

(2)—OUTWARDS.

NEWPORT.														
From Newport to River's Mouth	75	68 1 -	134	184 2 8	-	- - -	3	4 2 -	-	- - -	14	16 15 6	236	308 1 -
From Newport to Holmes	119	327 15 -	297	869 1 -	-	- - -	47	115 1 -	-	- - -	64	141 2 -	523	1,483 - -
From Newport to Nash Point	31	189 1 6	350	2,067 14 -	-	- - -	21	82 1 -	-	- - -	402	1,910 7 -	804	4,349 3 6
From Newport to Ilfracombe	5	39 15 -	2	20 5 -	-	- - -	3	14 12 6	-	- - -	14	79 7 -	32	143 19 6
From Newport to Lundy Island	4	69 5 -	16	133 10 -	-	- - -	-	- - -	-	- - -	38	335 2 -	59	571 17 -
CARDIFF.														
From Cardiff Roads to Lundy Island	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
From Cardiff Roads to Ilfracombe	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
From Cardiff Roads to Nash Point	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
PORT TALBOT.														
From Port Talbot Harbour to Lundy Island	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -
Day's Attendance	-	- - -	-	- - -	80	41 17 -	-	- - -	-	- - -	-	- - -	80	41 17 -
TOTAL	233	837 17 6	793	3,234 12 8	80	41 17 -	74	215 14 6	-	- - -	527	2,432 14 6	1,708	6,793 16 -

RETURNS RELATING TO PILOTS AND PILOTAGE.

PORT OF NEWPORT (MONMOUTH)—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	<i>£. s. d.</i>	<i>Cr.</i>	<i>£. s. d.</i>
To gross amount received for { Inward pilotage - -	8,488 19 11	By amount paid in respect of pilots - -	14,488 4 8
{ Outward pilotage - -	6,762 18 -	By amount paid in respect of contributions to pilots' pension or superannuation fund - - - -	580 19 3
To amount of fees received from applicants for renewals of pilots' licences (45) -	22 11 6	By amount paid in respect of other expenses of pilotage authority :	
To amount of fees received from applicants for renewals of masters and mates' certificates (8) - - - -	4 4 -	Rent - - - -	40 - -
To amount received from collector's fees -	350 15 6	Law charges - - - -	8 19 8
To amount received from boat licences -	- 10 -	Incidental expenses - - - -	173 15 4
		By amount paid for clerk - - - -	250 - -
		By amount paid for assistant clerks - -	88 - -
<i>£.</i>	15,629 18 11	<i>£.</i>	15,629 18 11

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or
SUPERANNUATION FUND.

Dr.		£.	s.	d.	Cr.		£.	s.	d.
To balance brought from last account	-	19,668	9	6	By amount paid for pensions or superannuations:				
To amount received as contribution to superannuation and pension fund:					Pilots (9)	-	-	-	572 10 10
Transferred from above	£. s. d.				Widows (9)	-	-	-	296 5 6
account	- - -	580	19	3	Orphans (4)	-	-	-	46 2 -
Received from other					By balance carried to next account:				
sources	- - -	549	19	6	Investments:	£.	s.	d.	
		1,130	18	9	Newport Gas Company's				
Less,—Interest on investments	- - -	549	19	6	Stock	-	331	7	7
		580	19	3	Great Western Railway				
From other sources	- - -	549	19	6	Debenture Stock	-	800	-	-
					Newport Corporation				
					Waterworks	-	1,544	10	-
					Newport Corporation 2½ per cent. Debenture Bonds	-	2,000	-	-
					Newport Alexandra Dock	-	700	-	-
					Consols	-	14,186	3	-
					London and Provincial Bank (current account)	-	323	9	4
									19,885 9 11
	£.	20,799	8	3		£.	20,799	8	3

5 February 1902.

Edwin J. Summers, Clerk.

PORT OF PORTHCAWL

Pilotage is Free. Limits of District.—See p. 95 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 95 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.		Ages.	NAMES.		Ages.
Morris Power	- - - -	68	Thomas Pearce	- - - -	53
James Pearce	- - - -	50	Arthur Mabley	- - - -	39

PORT OF PORTHCAWL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Sker or Nash Pointe or inside Sands to Harbour	7	3 4 6½	-	-	-	-	-	-	-	-	-	-	-	-	-	97	3 4 6½	
Ditto . . .	61	15 4 8	1	-	-	-	-	-	-	-	-	-	-	1	2 11 11	763	17 16 7	
TOTAL . . .	68	17 9 2½	1	-	-	-	-	-	-	-	-	-	-	1	2 11 11	69	20 1 1½	

(2)—OUTWARDS.

From Harbour to Sker or Nash Pointe or inside Sands	7	3 4 6½	-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	3 4 6½
Ditto	61	15 4 8	-	-	-	-	-	-	-	-	1	2 11 11	-	-	-	-	763	17 16 7
TOTAL	68	17 9 2½	-	-	-	-	-	-	-	-	1	2 11 11	-	-	-	-	69	20 1 1½

* Steamers.

† Sailing vessels.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage	20 1 1½	By amount paid in respect of pilots	-	35 4 3
	Outward pilotage	20 1 1½	By amount paid in respect of pilot boats, &c.	-	4 18 -
	£.	40 2 3		£.	40 2 3

25 January 1902.

Charles Dalby, Clerk.

PORT OF PORT TALBOT.

Pilotage is Free. Limits of District.—See Section 5 of the Port Talbot Railway and Dock Act, 1894.

BYE-LAWS and RATES of PILOTAGE.

See p. 41 of Parl. Paper, No. 268 of 1901.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Thomas John Williams	28	John Jones	31	{ Port pilots, and also as channel pilots by agreement with the Pilotage Boards of Cardiff, Barry, and Newport (for vessels bound for Port Talbot only).
William Diamond Reed	34	Abraham Crofts	33	
Alfred J. Evans	30			

PORT OF PORT TALBOT—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Roads to Dock	102	£. s. d. 59 2 -	8	£. s. d. 1 16 8	9	£. s. d. 18 - -	1	£. s. d. 2 1 -	2	£. s. d. 2 6 4	4	£. s. d. 1 14 -	1	£. s. d. 1 3 4	2	£. s. d. - 19 -	126	£. s. d. 83 4 4
Extra distance	194	858 4 6	16	89 11 8	43	142 9 8	29	168 11 8	20	46 4 10	17	70 10 8	13	60 2 4	21	106 9 6	261	963 4 10
TOTAL	296	917 6 6	24	91 8 4	52	167 9 6	30	170 12 8	22	48 13 2	21	72 4 8	14	61 5 8	23	106 8 6	497	1,046 9 2

(2.)—OUTWARDS.

From Dock to Roads	148	78 14 -	2	- 18 8	39	36 8 8	2	1 14 -	2	2 - -	7	7 - 8	7	10 14 8	9	16 13 -	213	183 18 8
Extra distance	35	96 17 -	2	5 1 8	68	218 12 4	28	200 5 8	2	4 14 -	-	- - -	18	52 19 2	23	142 2 4	184	717 19 4
TOTAL	183	174 11 -	4	5 18 4	106	253 8 2	30	201 19 8	4	6 14 -	7	7 - 8	25	62 13 10	32	158 14 4	397	870 18 -

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To balance brought from last account	81	9	2	By amount paid in respect of pilots	1,820	9	3
To gross amount { Inward pilotage -	1,045	9	2	By amount paid in respect of contri-			
received for { Outward pilotage	870	18	-	butions to pilots' fund	95	17	11
To amount of fees received from				By amount paid in respect of sta-			
applicants for renewals of pilots'				tionery, printing, &c.	2	19	5
licences (5)	2	12	6	By amount paid in respect of			
To amount of fees received from				postages	2	4	7
applicants for boat licences (2)	-	5	-	By amount paid in respect of bank			
To amount received for fines and				charges	2	12	6
forfeitures from licensed pilots	-	10	-	By amount paid for clerk	70	-	-
To amount received from pilots'				By amount paid for examiners or			
percentage for fund at 5 per cent.	95	17	11	examinations	1	1	-
on gross earnings of pilots	72	17	6	By balance carried to next account	175	14	10
To amount received from clerk's fees	1	-	3				
To interest on bank account							
£.	2,170	19	6	£.	2,170	19	6

22 January 1902

Edward Knott, Clerk.

PORT OF SUNDERLAND.

Pilotage is Free. Limits of District.—See p. 304 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 304 of Parl. Paper, No. 154 of 1889.

PORT OF SUNDERLAND—continued.

NAMES of PILOTS.

Master Pilots.

NAME.	Age.	NAME.	Age.	Service for which Licensed.
Edward Brown - - -	72	Richardson Donkin - -	69	For navigating, piloting, and conducting vessels of all descriptions within the pilotage district of the port of Sunderland.

First-Class Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Richardson Gibbins - -	73	George Wilson - -	51	For navigating, piloting, and conducting vessels of all descriptions within the pilotage district of the port of Sunderland.
George Gibbins - - -	70	Thomas Robson - - -	50	
Featherstone Moore - -	68	Thomas Hall - - -	51	
John Cuthbertson Scott -	65	Robert Mundy Wake - -	55	
Thomas Hopper - - -	65	Edward Hodgson Scott -	54	
George Lindsay - - -	70	Michael Thurlbeck - - -	53	
Thomas Brown - - -	62	John Scott - - -	52	
William Elliott - - -	71	William Brown - - -	51	
John Tindle Dodds - - -	62	George Hall - - -	49	
George Stafford - - -	58	John Henry Thompson - -	48	
James Rush - - -	60	George Gibbins, the younger.	49	
Parker Donkin - - -	60	Matthew Metcalf - - -	40	
James Septimus Hopper -	59	William Gills - - -	37	
Robert Brown - - -	67	William Elliott - - -	43	
James Taylor - - -	58	Richardson Gibbins - -	38	
Thomas Brown Thurlbeck -	58	Robert Gibbins - - -	42	
Robert Tindle Dodds - -	58	David John Dodds (1) - -	32	
Thomas Tindle Dodds - -	58	David John Dodds (2) - -	31	
John Jobling - - -	59	John James Robson - - -	30	
John Smith - - -	58	Amos Wilby Broughton -	30	
John Burton Brown - - -	55	Robert Henry Gills - - -	31	
James Smith Atkinson - -	55	John Michael Hall - - -	34	
William Thurlbeck - - -	55	Thomas Brown - - -	31	
Abram Thompson - - -	55	Matthew Rush - - -	31	
Henderson Brown Wake - -	55	Henry Rowell - - -	29	
James Rush - - -	55	Robert Thurlbeck - - -	33	
Matthew Donkin - - -	56	Jacob Wake - - -	30	
Lionel Henry - - -	56	Parker Donkin, the younger	30	
Francis Ward Taylor - -	52	Robert Brown - - -	29	
James Potts - - -	52	William Wake - - -	29	
William Alder, the younger	51	John Richardson Meynell -	27	
Robert Downs - - -	51	John William Taylor - -	26	
Thomas Rowell - - -	51			

PORT OF SUNDERLAND—continued.

NAMES of PILOTS—continued.

Second-Class Pilots.

NAMES.	Ages.	Service for which Licensed.
William Welch - - -	51	For navigating, piloting, and conducting vessels of not exceeding 600 tons register within the pilotage district of the port of Sunderland.
Henry Thompson - - -	34	
William Joseph Rowell -	27	
George Metcalf - - -	25	
John Septimus Patterson -	24	
Charles Edward Donkin -	25	For navigating, piloting, and conducting vessels of not exceeding 400 tons register within the pilotage district of the port of Sunderland.
Thomas Robson - - -	25	
George William Gibbins -	23	
William Nicholson Alder -	22	
George Watson Brown -	27	
Thomas Tindle Dodds -	23	

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	Service to which Apprenticed.
William Septimus Gibbins -	23	Atchison Scott Hall -	21	To learn the art and business of a pilot, and to assist generally in the pilotage service.
James Downs - - -	20	James Taylor - - -	18	
Thomas Hall - - -	21	John Emmerson Dodds -	19	
Frederick Dodds - - -	19	Robert Downs - - -	18	
John Rush - - -	20	Henry Metcalf - - -	17	

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Port - - -	2,002	1,956 3 10	549	709 16 5	268	316 19 9	648	862 15 5	3,467	3,845 15 5

(2.)—OUTWARDS.

From Port to Sea - - -	2,493	2,947 5 10	708	1,229 14 9	111	131 5 3	831	1,363 11 4	4,143	5,671 17 2
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PORT OF SUNDERLAND—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	371 4 10	By amount paid in respect of expenses of pilotage authority, viz. :	
To amount received from applicants for—		Stamps - - - - -	2 14 7
Pilots' licences (13) - - -	26 - -	Printing, stationery, and advertising	22 3 -
Renewals of pilots' licences (78) -	156 - -	Office cleaning, coal and gas -	20 11 10
Renewals of masters and mates' certificates (1) - - -	2 - -	Sundries, including repairs - -	8 6 6
To amount received for fines and forfeitures from licensed pilots -	11 5 -	New flags supplied to pilots -	4 1 -
To amount received from other sources, viz. :		Rent of telephone to pilot office -	10 - -
Fees for pilot boat licences - -	5 15 -	Law charges - - - - -	- 10 6
Contributions to pilotage fund by pilots under bye-law No. XIV., for twelve months ended 31st December 1901 - - -	393 2 6	By amount paid for clerk - - -	50 - -
Fees received from apprentices under bye-law No. III. - - -	6 - -	By amount paid for allowance for assistance in office - - -	20 - -
Contributions to the pilotage fund from two apprentices on their entering the pilotage service -	10 - -	By amount paid in respect of other officers :	
Fee for a duplicate pilot boat licence -	- 2 6	Pilot ruler - - - - -	175 - -
One year's interest on 8,650 <i>l.</i> , and a half-year's interest on 350 <i>l.</i> , invested with the River Wear Commissioners, less property tax - - - - -	321 10 5	Boy in pilot ruler's office - -	13 - -
Interest allowed by bankers -	1 18 -	Auditor - - - - -	4 4 -
	£. 1,304 18 3	Medical officer - - - - -	1 1 -
		By amount expended in the payment of pensions to pilots - - -	377 15 -
		By amount invested with the River Wear Commissioners on security of their consolidated revenue, at 3½ per cent. per annum interest -	350 - -
		By balance carried to next account -	245 10 10
			£. 1,304 18 3

Note.—Each pilot collects his own earnings, and no portion of the pilotage ever comes to the hands of the Pilotage Commissioners.

ACCOUNT of all MONIES received and expended in respect of PENSIONS to PILOTS and TEMPORARY RELIEF to their WIDOWS and ORPHANS.

Dr.	£. s. d.	Cr.	£. s. d.
To total sum expended by the Commissioners in the payment of pensions to pilots - - - - -	377 15 -	By amount paid for pensions or superannuations to pilots (13) -	377 15 -

31 March 1902.

J. G. Morris, Clerk.

PORT OF SWANSEA.

Pilotage is Free. Limits of District.—See p. 126 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 39 of Parl. Paper, No. 265 of 1900.

NAMES of PILOTS.

Sea Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Elijah Williams - - -	58	Edwin Burton - - -	69	Benjamin Rees - - -	30
Griffith Fox - - -	55	George Jones Rees - - -	33	Thomas Davies - - -	37
Joseph Owen - - -	60	Charles Jones - - -	63	Henry Beynon - - -	37
John Gyles Hodge - - -	60	William Fender - - -	62	Arthur Llewellyn Davies - - -	32
David Tamlin - - -	60	Samuel Hughes - - -	33	William John Davies - - -	29
William Tamlin - - -	58	David Bidder - - -	57	William Tamlin, jun. - - -	32
John Bevan - - -	67	William Burnett - - -	60	Richard Powell - - -	34
William Acre - - -	61	Mitchell Mitchell - - -	62	Charles Harris - - -	35

Harbour Pilots.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Charles Grove - - -	61	John Morgan - - -	57	David Hopkins Rees - - -	36
Charles Edwards - - -	77	Thomas Fender - - -	44	John Henry Read - - -	59
David Fender - - -	52	John Morris - - -	70	Griffith Rosser - - -	30
Robert Argent - - -	62	Christian Sulaw - - -	60	James Hill Holman - - -	45
William James Blackmore - - -	58	Frederick Scott - - -	48	John Richard Davies - - -	44
Henry Rudledge - - -	54	William Henry Niles - - -	40	John Edwards - - -	40
John Beynon - - -	49				

No Apprentices.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
From Swansea Bay to Harbour - - -	878	£. s. d. 2,180 5 2	718	£. s. d. 1,402 - 6	1,596	£. s. d. 3,582 5 8
From West of Mumbles Head to Harbour - - -	70	391 7 6	133	402 7 -	190	793 14 6
From West of Pwlldu Point to Harbour - - -	4	27 5 -	6	24 - -	10	51 5 -
From West of Worms Head to Harbour - - -	-	- - -	-	- - -	-	- - -
Vessels not entering Swansea Harbour - - -	7	15 8 6	18	40 10 -	23	55 18 6
TOTAL - - -	959	2,614 6 2	860	1,868 17 6	1,819	4,483 3 8

(2.)—OUTWARDS.

From Harbour to Pier Head - - -	106	127 - -	271	323 6 -	377	450 6 -
From Harbour to Mumbles Roads - - -	635	2,167 11 2	544	1,355 17 -	1,179	3,523 8 2
From Harbour to Eastern or Western Limits - - -	1	8 10 -	4	23 5 -	5	31 15 -
TOTAL - - -	742	2,303 1 2	819	1,702 8 -	1,561	4,005 9 2

PORT OF SWANSEA—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	<i>£.</i>	<i>s.</i>	<i>d.</i>	<i>Cr.</i>	<i>£.</i>	<i>s.</i>	<i>d.</i>
To gross amount received for { Inward pilotage -	4,483	8	8	By amount paid in respect of pilots	6,373	8	10
Outward pilotage	4,005	9	2	By amount paid in respect of pilot boats	2,115	4	-
To amount of fees received from applicants for pilots' licences (2)	4	4	-	By amount paid as contributions to pilots' pension or superannuation fund	86	16	-
To amount of fees received from applicants for renewals of pilots' licences (23)	45	13	6				
To amount of fees received from applicants for masters and mates' certificates (2)	6	6	-				
To amount of fees received from applicants for renewals of masters and mates' certificates (7)	14	14	-				
Contributions by masters of vessels holding pilotage certificates under clause 25 of the pilotage bye-laws	15	18	6				
£.	8,575	8	10	£.	8,575	8	10

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To balance brought from last account	4,813	11	7	By amount paid for pensions or superannuations :			
To amount received as contribution to superannuation and pension fund :				Pilots' superannuations (4) -	170	6	-
From pilots - - - -	318	2	3	Pilots' sick pay (12) - -	46	10	-
From fees, &c. - - -	86	16	-	Widows' superannuations (3) -	54	12	-
Interest - - - - -	171	14	10	Orphan's superannuation (1) -	14	-	-
				Orphan's death allowance (1)	20	-	-
				Premiums on stock - -	18	12	-
				By balance carried to next account :			
				Amount invested in Swansea Harbour Stock - - -	4,825	-	-
				Cash in hands of bankers and cashier - - - -	241	4	8
£.	5,390	4	8	£.	5,390	4	8

19 March 1902.

Talfourd Strick, Clerk.

PORTS OF THE TEES.

Pilotage is Free. Limits of District.—See p. 91 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 47 of Parl. Paper, No. 290 of 1897.

PORTS OF THE TEES—continued.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Hodgson, John - - -	52	Pounder, Eden J. - -	35	To pilot ships into Tees only.
Hodgson, Samuel - -	65	Pounder, Thomas - -	52	
Hunter, Matthew - -	53	Robinson, Richard - -	43	
Hunter, Thomas - -	46	Snowdon, Robert - -	54	
Moore, William - - -	44			
Bulmer, John B. - -	42	Harrison, William - -	36	To pilot ships in and out of Tees.
*Burnicle, Joseph, jun.	24	Hood, William - - -	50	
Burnicle, Michael - -	52	Lister, Robert J. - -	33	
Burnicle, Robert - -	71	Lister, Stephen, sen. -	55	
Coverdale, Robert - -	40	Lister, Stephen, jun. -	29	
*Dempster, John - -	25	Lister, William - - -	35	
Dixon, Watson - - -	42	Lithgo, James E. - -	35	
Duncan, George - - -	61	Lithgo, John - - -	61	
Fryett, James - - -	39	Lithgo, William Scott	31	
Fryett, John Ayre - -	36	*McLanchlan, Robert J.	30	
Fryett, Matthew D. - -	26	Mollard, Benjamin - -	62	
Garthwaite, Fred - -	32	Pickersgill, Henry W. -	41	
Garthwaite, Joseph G. -	31	Ranson, Frederick - -	81	
Guy, Benjamin - - -	28	Soppitt, Henry - - -	72	
*Guy, Christopher - -	23	Soppitt, John - - -	40	
Guy, Henry - - -	62	Towell, James - - -	43	
Guy, Henry, jun. - -	27	*Towell, John - - -	24	
Guy, William - - -	38	Watson, Matthew C. - -	49	
Harrison, Thomas - -	39			

* Second-class pilots, not entitled to pilot ships exceeding 600 tons register.

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.
Addison Boagey - - -	25	John Lithgo, jun. - - -	18
Sydney Challinor - - -	24	James Osborn Fryett - -	18
George Pounder - - -	19	George Storer - - -	22
Thomas Hunter, jun. - -	19	Frederick Dempster - -	17
Samuel Hodgson, jun. - -	23	George White Callender -	17

PORTS OF THE TEES—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Middlesbrough or Stockton.	314	£ s. d. 552 8 9	602	£ s. d. 1,484 1 6	851	£ s. d. 1,577 15 11	1,767	£ s. d. 3,614 6 2

(2.)—OUTWARDS.

From Stockton or Middlesbrough to Sea.	430	913 19 8	515	1,249 11 8	639	1,683 9 1	1,784	3,847 - 5
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND

STATEMENT showing the Amount of Pilotage Dues for the Year 1901.

1900, for Comparison.		Dec. 31, 1901.		1900, for Comparison.		Dec. 31, 1901.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4,123 19 2		To amount of—	3,614 8 2		4,076 14 4	By amount paid to pilots	-	3,109 8 4	
4,079 13 8		Inward pilotage	-	3,847 - 5		By deductions in accordance			
1,601 10 9		Outward pilotage	-	1,300 8 7	485 13 2	with bye-law No. 55, viz.,	484 15 10		
	3,744 9 8	Fees	-	3,464 13 9		5 per cent.			
	59 13 1	To amount collected	-	3,464 13 9	247 16 1	By cost of collection, 3½ per	217 8 -	692 3 10	
		To amount uncollected	-	56 16 4	739 8 2	cent.			
3,904 2 7	3,904 2 7		3,761 13 2	3,761 13 2	3,804 2 7			3,761 13 2	

GENERAL PILOTAGE FUND ACCOUNT for Year ending December 31, 1901.

1900, for Comparison.		Jan. 1, 1901.		1900, for Comparison.		Jan. 31, 1901.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	818 16 4	To balance of fund at date	736 3 6		300 - -	By amount transferred to	-	300 - -	
		Dec. 31, 1901.				Dec. 31, 1901.			
485 12 2		To percentage of pilot dues	434 15 10	68 1 4		By wages of men at barge	71 10 -		
30 - -		for year	-	48 14 3		(including relief)	-		
10 - -		To pilot dues for Tees Union	20 - -	4 15 6		By maintenance of barge	48 - 2		
52 - -		Shipping Co.	-	10 - -		By maintenance of shelter	7 5 -		
1 10 -		To new licences	2 - -	50 - -		houses	-		
- 1 -		To renewals of licences	46 - -	25 - -		By telephone rent (including	10 - -		
	569 3 2	To Lloyd's registers sold	- 15 -	2 1 1		trunk calls)	-		
		To copies of bye-laws	-	8 8 -		By pilot master's salary	60 - -		
		To income tax repaid	1 1 8	40 - -		By secretary's salary	25 - -		
				4 12 1		By committee's expenses	-		
				10 16 4		visiting new hut and barge	-		
				3 3 -		By auditors' fees (1901	8 8 -		
				- 10 -		accounts)	-		
				1 3 10		By rent of offices	49 - -		
				83 11 10		By book, stationery, and	13 19 6		
				1 2 4		sundries	-		
				311 19 3		By postages	10 13 -		
				39 16 3		By Lloyd's register	3 3 -		
				351 15 -		By barge repairs	56 3 1		
				733 3 6		By pilot's expenses attending	- 5 -		
				1,387 19 6		examining board	-		
						By income tax	2 1 3		
						By amount transferred to	44 5 2		
						pension fund account	-		
						By minutes	1 11 6		
							389 3 7		
						By amount transferred to	39 16 3		
						reserve fund to meet de-	-		
						preciation of pilots' shelter,	-		
						being 10 per cent. on	-		
						original cost	-		
							426 19 10		
						By balance of fund at date	-		
							514 18 2		
1,337 19 6			1,219 16 -		1,387 19 6		1,243 16 -		

PORTS OF THE TYNE—continued.

NAMES of PILOTS—continued.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Brown - - -	59	A. E. Emmerson - - -	44	W. Marshall (3) - - -	38
John Watson - - -	60	John Phillips - - -	52	J. W. Carter - - -	39
John Peat - - -	61	George Young - - -	52	Charles Burn (2) - - -	38
J. L. Burn - - -	64	A. L. Burn - - -	52	Alexander Leslie - - -	38
W. Purvis (1) - - -	60	Henry Young - - -	51	L. Burn (3) - - -	36
A. Purvis - - -	63	J. O. Moffat - - -	51	George Burn - - -	36
William Strachan - - -	63	John T. Cree - - -	43	Henry Chambers - - -	47
R. B. Young - - -	71	Robert Burn - - -	50	John Whale - - -	38
John Bone (1) - - -	62	Robert Pearson - - -	73	M. M. Marshall - - -	36
William Marshall (2) - - -	62	Robert Taylor - - -	75	John Burn (2) - - -	36
Joseph Watson - - -	57	Andrew Taylor - - -	73	Ralph Burn - - -	35
W. Timmouth (2) - - -	62	Lance Burn (2) - - -	50	R. Thurlbeck - - -	35
E. Young - - -	62	William M. Young - - -	49	M. C. Reed - - -	35
John Hutchinson - - -	61	James Young (1) - - -	49	William Purvis (3) - - -	37
John Purvis (2) - - -	60	Robert Pickering - - -	49	Henry Leslie - - -	36
John Wright - - -	62	Robert Ramsey - - -	49	John Marshall (2) - - -	35
John Bone (2) - - -	59	A. Hogg - - -	49	Robert Leslie - - -	34
Thomas Young - - -	59	John Burn (1) - - -	48	John W. Marshall - - -	34
James Wright - - -	60	L. Harrison - - -	48	John Young - - -	34
Robert Purvis (1) - - -	59	John Grieves (2) - - -	48	William Purvis (4) - - -	34
Matthew Young - - -	58	John Duncan - - -	47	John H. Timmouth - - -	34
H. Wright - - -	59	James Young (2) - - -	47	Robert Phillips (2) - - -	34
C. Chambers - - -	57	A. Thurlbeck - - -	46	Thomas Young (3) - - -	33
R. M. Young - - -	57	J. W. Purvis - - -	46	James Burn - - -	33
Thomas Bone - - -	57	Ralph Shotton (2) - - -	43	Robert Cowell - - -	36
James Stephenson - - -	53	Robert Duncan - - -	45	John Bone (3) - - -	33
Philip Young - - -	56	S. Stewart - - -	42	Robert Chambers - - -	33
R. Phillips (1) - - -	55	Thomas Hogg - - -	41	Robert Heron - - -	33
Thomas Young (2) - - -	56	M. Purvis (1) - - -	42	William Young - - -	32
John Marshall (1) - - -	55	A. L. Ayre - - -	41	Thomas H. Purvis - - -	32
Jacob Harrison - - -	55	Benjamin Heron (2) - - -	41	R. P. Stephenson - - -	33
James Forster - - -	59	John Chambers - - -	41	J. H. Ramsey - - -	33
William Purvis (2) - - -	57	W. H. Thurlbeck - - -	41	Thomas Timmouth - - -	32
David Young - - -	54	James Purvis (2) - - -	44	Joseph Wright - - -	32
T. S. Stephenson - - -	54	Thomas Harrison - - -	43	G. W. Burn - - -	32
P. K. Stephenson - - -	55	M. Purvis (2) - - -	41	Thomas L. Wright - - -	32
T. C. Purvis - - -	53	Henry Duncan - - -	43	Robert Purvis (2) - - -	30
John Morton - - -	61	J. G. Stewart - - -	40	Ralph Phillips - - -	30
Benjamin Heron (1) - - -	64	H. Y. Marshall - - -	40	Jacob Bone - - -	30
W. Wright - - -	55	G. B. Morrison - - -	40	John A. Peat - - -	30
J. W. Mackay - - -	55	James Purvis (3) - - -	41	James Purvis (4) - - -	30
James Purvis (1) - - -	52	John Thurlbeck - - -	39	Henry Purvis - - -	30
Richard Harrison - - -	52	D. Marshall - - -	39	Matthew Houlby - - -	30

Masters of Home-Trade Passenger Ships licensed to pilot their own Vessels into and out of Shields Harbour.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Bruce - - -	—	J. W. Hall - - -	—	J. W. Searle - - -	—
William Durham - - -	—	Andrew Wilkie - - -	—	William A. Searle - - -	—
H. S. Nelson - - -	—	Anthony Dove - - -	—	Walter Ford - - -	—
David Wilson - - -	—	R. Webster - - -	—	John R. Bell - - -	—
Ralph Goundry - - -	—	Thomas H. Little - - -	—		

PORTS OF THE TYNE—continued.

NAMES of PILOTS—continued.

NORTH SEA PILOTAGE DISTRICT.

Licensed to pilot Vessels in the North Sea, outside the Limits of any Pilotage Authority.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Proctor - - -	—	William White - - -	—	Alexander Himsley - - -	—
W. F. Adams - - -	—	Samuel Adamson - - -	—	Robert S. Nicholson - - -	—
John Andrews - - -	—	Peter Rattary - - -	—	Thomas Kelso - - -	—
William Scott - - -	—	John Stratford - - -	—	T. W. Carter - - -	—
John C. Woodall - - -	—	George C. Ascongh - - -	—	Frederick Blow - - -	—
Thomas Renno - - -	—	William A. Scott - - -	—	George Goudie - - -	—
Robert Cowell - - -	—	W. H. Thompson - - -	—		

SUMMARY of RETURNS as to PILOTS.

Number of Pilots holding General Licences - - - - -	150
Number of Masters of Passenger Ships - - - - -	14
Number of North Sea Pilots - - - - -	20

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Tyne - - -	5,347	£. s. d. 7,591 1 3	2,143	£. s. d. 4,511 15 11	4,379	£. s. d. 6,603 6 6	11,869	£. s. d. 18,706 3 8

(2.)—OUTWARDS.

From Tyne to Sea - - -	4,497	7,923 17 2	2,847	7,497 10 10	4,054	7,740 5 3	11,896	23,161 13 3
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TOTAL NUMBER of BRITISH and FOREIGN
VESSELS Piloted into the Tyne.TOTAL NUMBER of BRITISH and FOREIGN
VESSELS Piloted out of the Tyne.

VESSELS.	No. of Vessels.	TOTAL AMOUNT.	VESSELS.	No. of Vessels.	TOTAL AMOUNT.
ENGLISH - - -	7,490	£. s. d. 12,102 17 2	ENGLISH - - -	7,344	£. s. d. 15,421 8 -
FOREIGN - - -	4,379	6,630 6 6	FOREIGN - - -	4,054	7,740 5 3
TOTAL - - -	11,869	18,706 3 8	TOTAL - - -	11,398	23,161 13 3

PORTS OF THE TYNE—continued.

ACCOUNT of all MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

PILOTAGE ACCOUNT for the Year ended 31st December 1901.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount of pilots' earnings received for—				By deductions from pilots' earnings, carried to General Account - -	2,090	10	10
Inward pilotage - - - -	18,706	3	8	By deductions from pilots' earnings, carried to Collection Account - -	174	-	-
Outward pilotage - - - -	23,161	13	2	By deductions from pilots' earnings, carried to Boarding Account - -	1,219	8	-
				By net earnings paid to pilots - -	38,383	18	-
£.	41,867	16	10	£.	41,867	16	10

GENERAL PILOTAGE ACCOUNT.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To balance brought from last account -	33,721	7	1	By amount paid for expenses of committees - - - -	62	10	6
To amount of deductions from pilots' earnings - - - -	2,090	10	10	By amount paid for printing and stationery - - - -	48	4	3
To amount of fees received from applicants for renewals of pilots' licences - - - -	122	-	-	By amount paid for cleaning offices -	34	-	-
To amount of fees received from applicants for new pilots' licences -	16	-	-	By amount paid for rates and taxes -	17	10	6
To amount of fees received from masters of passenger ships for renewals of pilotage certificates -	7	10	-	By amount paid for painting and repairs to property - - - -	25	13	2
To amount of fees received from pilots for licences for pilots' boats - -	12	5	-	By amount paid for law charges -	23	6	6
To amount received for rents from property - - - -	37	17	-	By amount paid for law charges in connection with the Shields Bridge Bill -	75	-	9
To amount of contributions from certificated masters of passenger ships -	20	4	9	By amount paid for auditor auditing 1900 accounts - - - -	15	15	-
To amount received for fines - - - -	1	10	-	By amount paid for expenses of look-out houses - - - -	55	2	6
To amount received for copies of bye-laws sold - - - -	-	7	-	By amount of subscription to Ingham Infirmary - - - -	15	15	-
				By amount of subscription to Newcastle Infirmary - - - -	5	5	-
				By amount of subscription to Tyne-mouth Infirmary - - - -	5	5	-
				By amount of subscription to Tyne-mouth Dispensary - - - -	2	2	-
				By amount paid for clerk - - - -	62	10	-
				By amount paid for secretary - - -	200	-	-
				By amount paid for other officers -	346	13	-
				By amount paid for pension to late superintendent - - - -	50	-	-
				By amount paid for coals, gas, water, postages, and other miscellaneous expenses - - - -	70	-	-
				By amount transferred to Pension Account - - - -	771	3	9
£.	36,029	11	8	By balance carried to next account -	34,143	13	5
				£.	36,029	11	8

COLLECTION ACCOUNT.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To balance brought from last account -	130	12	2	By collector's salary - - - -	200	-	-
To deductions from pilots' earnings, as per bye-law - - - -	174	-	-	By allowance for assistance during holidays - - - -	6	11	6
				By riverside expenses - - - -	15	-	-
				By printing and stationery - - -	11	6	6
£.	304	12	2	By balance carried to next account -	71	14	2
				£.	304	12	2

PORTS OF THE TYNE—continued.

ACCOUNT of all MONIES received and expended by or on behalf of Pilots or Pilotage—continued.

BOARDING ACCOUNT.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance brought from last account -	6,590	1	9	By painting and repairs to lifeboats -	9	7	-
To deductions from pilots' earnings, as per bye-law - - - -	1,219	8	-	By steamer taking pilots to sea -	886	17	6
				By assistants' attendance on pilot steamer - - - - -	151	10	-
				By agent's salary - - - - -	12	-	-
				By sundry expenses - - - - -	12	1	8
				By balance carried to next account -	7,097	13	7
£.	8,169	9	9	£.	8,169	9	9

NORTH SEA PILOTAGE ACCOUNT.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance brought from last account -	23	19	2	By expenses of committees - -	2	-	-
To fees for new licences - - -	6	-	-	By balance carried to next account -	27	19	2
£.	29	19	2	£.	29	19	2

BALANCE SHEET.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance brought from General Account - - - - -	34,143	13	5	By investment with the Tyne Improve- ment Commissioners - - - - -	17,090	-	-
To balance brought from Boarding Account - - - - -	7,097	13	7	By investment with the Tees Con- servancy Commissioners - - - - -	11,547	10	-
To balance brought from Collection Account - - - - -	71	14	2	By investment with the Gateshead Corporation - - - - -	2,500	-	-
To balance brought from North Sea Pilotage Account - - - - -	27	19	2	By investment with the South Shields Gas Company - - - - -	2,000	-	-
				By investment with the Tynemouth Gas Company - - - - -	2,500	-	-
				By investment with the Newcastle and Gateshead Water Company -	1,914	-	-
				By investment with the Tynemouth Corporation - - - - -	565	12	6
				By cash in the hands of the secretary for prepayment of pilotage dues -	350	-	-
				By amount on deposit with bankers -	500	-	-
				By cash at bankers - - - - -	1,073	17	10
				By value of office buildings - - -	1,300	-	-
£.	41,341	-	4	£.	41,341	-	4

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or
SUPERANNUATION FUND.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To amount received as interest on monies invested - - - - -	1,247	11	3	By amount paid for pensions or super- annuations :			
To amount transferred from General Account - - - - -	771	3	9	Pilots (48) - - - - -	1,211	15	-
				Widows (68) - - - - -	747	-	-
				Orphans (30) - - - - -	60	-	-
£.	2,018	15	-	£.	2,018	15	-

11 February 1902.

James Robinson, Secretary.

PORT OF NEWCASTLE-UPON-TYNE

Pilotage is Free. Limits of District.—See p. 75 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 75 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Alnmouth.

George Richardson - - - - - aged 67

Amble.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Matthews, sen. -	70	John Sinton - - -	54	Robert Rochester - -	52
John Matthews, jun. -	38	William Davison - -	55	J. G. Young - - -	44
John William Anderson -	48	Thomas Young - - -	52		

Blyth.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Redford - - -	67	Isaac George Tate - -	55	William Wood - - -	51
Thomas Bamba - - -	47	Samuel Tate - - -	49	Daniel C. Tate - - -	43
Alexander Brown - -	51	William Mitchell - -	50	William Campbell - -	38
Robert Robinson - -	55	Joseph Henderson - -	49	Ambrose Thomas Griffin	40
John Innes - - -	53	John Southern - - -	55	James Watson - - -	46
John James Gibson - -	54	James Thompson - - -	46	William Alfred Seabrook	46
John Henry Brown - -	56	J. T. Dolmahoy - - -	45		
Frederick Twizell - -	42	Robert N. Wood - - -	54		

Holy Island.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Ralph Wilson - - -	54	James Beadnall - - -	71	Benjamin Kyle - - -	79
Matthew Kyle - - -	67	William Wilson - - -	75	George Kyle - - -	57
William Lilburn - - -	66	Thomas Kyle - - -	70	Ezekiel Allison - - -	59
John Walker - - -	55				

North Sunderland.

NAME.	Age.	NAME.	Age.
Anthony Rutter - - -	38	Michael Robson - - -	55

Seaham Harbour.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Lionel Henry - - -	71	Richard Hudson - - -	58	George Harrison - - -	47
Charlton Dobson - - -	66	Morley Scott - - -	54	William Millar - - -	42
Ralph Dobson - - -	62	John Harrison - - -	62	George Scott, jun. - -	41
George Scott, sen. - -	63	Frank Ellemore - - -	51	George Scott - - -	39
Thomas Dobson - - -	62	John Page Scott - - -	49	Robert Henry - - -	37

PORT OF NEWCASTLE-UPON-TYNE—continued.

NAMES of PILOTS—continued.

Whitby.

NAMES.	Agcs.	NAME.	Age.
Thomas Cass - - -	54	William George Douglas -	59
Henry Hobson - - -	72		

RATES of PILOTAGE.

See p. 44 of Parl. Paper, No. 210 of 1896.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Alnmouth - - -	-	-	-	-	-	-	-	-
From Sea to Amble - - -	262	176 9 3	151	104 11 5	218	149 8 -	631	430 8 8
From Sea to Holy Island - -	9	5 3 3	-	-	-	-	9	5 3 3
From Sea to North Sunderland -	7	3 3 6	-	-	13	8 12 9	20	11 16 3
From Sea to Blyth - - -	860	731 8 8	59	51 2 3	1,443	1,141 2 3	2,362	1,923 12 9
From Sea to Seaham Harbour -	916	543 15 6	3	2 3 6	30	21 9 9	949	567 8 9
From Sea to Whitby - - -	31	16 9 3	-	-	7	5 16 -	38	22 5 3
TOTAL - - -	2,085	1,476 9 -	213	157 17 2	1,711	1,326 8 9	4,009	2,960 14 11

(2.)—OUTWARDS.

From Alnmouth to Sea - -	-	-	-	-	-	-	-	-
From Amble to Sea - - -	111	214 13 10	146	156 1 1	223	233 3 9	590	603 18 8
From Holy Island to Sea - -	10	5 13 3	-	-	-	-	10	5 13 3
From North Sunderland to Sea -	11	6 12 8	-	-	11	5 4 3	22	11 16 6
From Blyth to Sea - - -	591	705 16 9	327	442 7 5	1,402	1,639 6 7	2,320	2,787 10 9
From Seaham Harbour to Sea -	934	779 11 9	1	- 19 6	32	26 7 -	967	806 18 3
From Whitby to Sea - - -	3	2 - 9	-	-	1	1 12 -	6	3 12 9
TOTAL - - -	1,770	1,714 8 7	474	599 8 -	1,671	1,905 13 7	3,915	4,219 10 3

Note.—Vessels over 500 tons are charged 1d. per ton on the surplus tonnage. This money is received by the pilots themselves, and amounted in 1901 to 1,214l. 6s. 8d.

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted Into and Out of the above Places.

	INWARDS.		OUTWARDS.	
	No. of Vessels.	Amount.	No. of Vessels.	Amount.
BRITISH VESSELS - - - -	2,298	£. s. d. 1,634 6 2	2,214	£. s. d. 2,313 16 7
FOREIGN VESSELS - - - -	1,711	1,326 8 9	1,671	1,905 13 7
TOTAL - - -	4,009	2,960 14 11	3,915	4,219 10 3

PORT OF NEWCASTLE-UPON-TYNE—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

ALNMOUTH.

Dr.		Cr.	
To gross amount received for	<div> Inward pilotage - Outward pilotage - </div>	Nil.	By amount paid in respect of pilots - Nil.

WARKWORTH AND AMBLE.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for	<div> Inward pilotage - 430 8 8 Outward pilotage - 603 18 8 </div>	By amount paid in respect of pilots - 1,034 7 4	
To amount of fees received from applicants for renewals of pilots' licences (8)	8 - -	By amount paid as contributions to pilots' pension or superannuation fund - 24 7 6	
To amount of pilots' fees - - -	46 4 6	By other expenses of pilotage authority:	
		Deputation expenses - - -	3 17 -
		Stationery and postages - - -	3 10 -
		By amount paid for secretary - - -	12 10 -
		By amount paid for pilot master - - -	10 - -
	£. 1,088 11 10		£. 1,088 11 10

BLYTH.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for	<div> Inward pilotage - 1,923 12 9 Outward pilotage - 2,787 10 9 </div>	By amount paid in respect of pilots - 4,711 3 6	
To amount of fees received from applicants for renewals of pilots' licences (21) - - - -	21 - -	By amount paid as contributions to pilots' pension or superannuation fund - - - -	105 18 6
To amount of pilots' fees - - -	178 3 6	By other expenses of pilotage authority:	
		Stationery, printing, and postages	7 12 6
		Deputation expenses - - -	4 6 6
		Rent of office - - - -	5 - -
		By amount paid for secretary - - -	20 - -
		By amount paid for clerk - - -	6 6 -
		By amount paid for pilot mas - - -	50 - -
	£. 4,910 7 -		£. 4,910 7 -

HOLY ISLAND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for	<div> Inward pilotage - 5 8 3 Outward pilotage - 5 13 3 </div>	By balance brought from last account	40 1 2
To balance carried to next account -	45 8 10	By amount paid in respect of pilots -	10 16 6
		By amount paid for rent of boathouse	- 7 6
		By amount paid for postages - -	- - 2
		By amount paid for pilot master -	5 - -
	£. 56 5 4		£. 56 5 4

PORT OF NEWCASTLE-UPON-TYNE—*continued.*ACCOUNT of all Monies received and expended in respect of the Pilotage Fund—*continued.*

NORTH SUNDERLAND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	1 11 1	By amount paid in respect of pilots -	23 12 9
To gross amount received for { Inward pilotage -	11 16 3	By amount paid for pilot master -	2 10 -
{ Outward pilotage -	11 16 6	By balance carried to next account -	2 2 i
To amount of fees received from applicants for renewals of pilots' licences (2) - - - -	2 - -		
To amount of pilots' fees - - -	1 1 -		
£.	28 4 10	£.	28 4 10

SEAHAM HARBOUR.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount received for { Inward pilotage -	567 8 9	By amount paid in respect of pilots -	1,374 7 -
{ Outward pilotage -	806 18 3	By amount paid as contributions to pilots' pension or superannuation fund - - - - -	19 6 11
To amount of fees received from applicants for renewals of pilots' licences (16) - - - -	16 - -	By other expenses of pilotage authority :	
To amount of pilots' fees - - -	75 17 6	Stationery and postages - -	5 - -
		Deputation expenses - - -	3 14 7
		By amount paid for secretary - -	17 10 -
		By amount paid for clerk - - -	6 6 -
		By amount paid for pilot master -	40 - -
£.	1,466 4 6	£.	1,466 4 6

WHITBY.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount received for { Inward pilotage -	22 5 3	By balance brought from last account	99 5 2
{ Outward pilotage -	3 12 9	By amount paid in respect of pilots -	25 18 1
To amount of pilots' fees - - -	2 - -	By other expenses of pilotage authority :	
To balance carried to next account -	112 10 -	Deputation expenses - - -	5 3 9
		Postages and telegram - -	- 1 1
		By amount paid for pilot master -	10 - -
£.	140 8 -	£.	140 8 -

PORT OF NEWCASTLE-UPON-TYNE—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

WARKWORTH AND AMBLE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	221 16 7	By balance carried to next account -	246 4 1
To amount received as contribution to superannuation and pension fund from pilots - - - -	24 7 6		
£.	246 4 1	£.	246 4 1

BLYTH.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	831 7 4	By amount paid for pensions or superannuations of pilots - -	26 5 -
To amount received as contribution to superannuation and pension fund from pilots - - - -	105 18 6	By balance carried to next account -	911 - 10
£.	937 5 10	£.	937 5 10

SEAHAM HARBOUR.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - - -	19 6 11	By balance brought from last account	167 - 10
To balance carried to next account -	186 16 5	By amount paid for pensions or superannuations of pilots - -	39 2 6
£.	206 3 4	£.	206 3 4

12 February 1902.

George C. Coates, Secretary.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL.

Pilotage is partly Free and partly Compulsory.—See pp. 10, 12, and 14 of Parl. Paper, No. 94 of 1898.

Limits of District.—See the Limits for which Pilots are licensed in each case.

BYE-LAWS, REGULATIONS, &c.

*See p. 16 of Parl. Paper, No. 154 of 1889 ; p. 48 of Parl. Paper, No. 251 of 1891 ;
and p. 58 of Parl. Paper, No. 160 of 1894.*

NAMES of PILOTS—Younger Brethren who are Branch Pilots.

NAMES.	Ages.	Service for which Licensed.
Avery, Benjamin John - -	40	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattagat, the Sound, and Baltic, to Riga.
Blenkarm, John Charles - -	52	Ditto ditto.
Eshelby, William Morley - -	46	Ditto ditto.
Balding, Henry John - -	49	Ditto ditto.
Bromley, Thomas - -	62	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattagat, the Sound, and Baltic, to Dantzic.
Lawson, Charles - -	48	Ditto ditto.
Soulsby, Frederick Richard - -	41	Ditto ditto.
Bibbing, William - -	61	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattagat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Cuthbert, Alexander Nicol - -	40	Ditto ditto.
Kershaw, Frederick - -	49	Ditto ditto.
Leighton, Thomas William - -	48	Ditto ditto.
Lowery, Frederick - -	52	Ditto ditto.
Martin, Richard - -	49	Ditto ditto.
Neill, Robert Rowley - -	60	Ditto ditto.
Owen, John - -	59	Ditto ditto.
Pindar, Edward - -	50	Ditto ditto.
Robinson, Henry - -	66	Ditto ditto.
Rank, Thomas William - -	49	Ditto ditto.
Vickerman, John Blissit - -	74	Ditto ditto.
Walters, Nathan - -	60	Ditto ditto.
Blades, Robert - -	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Forth, John Walter - -	56	Ditto ditto.
Johnston, John Alexander - -	49	Ditto ditto.
Jones, Robert Thomas - -	49	Ditto ditto.
Magee, William - -	49	Ditto ditto.
Malet, James Hudson - -	52	Ditto ditto.
Ohlenroth, Henry Otto - -	54	Ditto ditto.
Oliver, Samuel Hackett - -	58	Ditto ditto.
Potter, Richard - -	50	Ditto ditto.
Turney, Thomas Gray - -	47	Ditto ditto.
Ward, John Richard - -	54	Ditto ditto.
Whitton, William - -	51	Ditto ditto.
Wing, Joseph - -	55	Ditto ditto.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

NAMES of PILOTS—Younger Brethren who are Branch Pilots—continued.

NAMES.	Ages.	Service for which Licensed.
Cross, John - - -	53	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.
Gordon, Andrew - - -	50	Ditto ditto.
Johnson, George Thomas - -	48	Ditto ditto.
Massam, John William - -	45	Ditto ditto.
Pearse, Henry Wallace - -	49	Ditto ditto.
Rice, John - - -	46	Ditto ditto.
Thorpe, Charles Robinson - -	48	Ditto ditto.
Taylor, Joseph Whalley - -	59	Ditto ditto.
Tether, Richard Elliott - -	47	Ditto ditto.
Bolton, Samuel Henry - -	47	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Chambers, William Henry - -	56	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattagat, the Sound, and Baltic, to Riga.
Curtis, William - - -	42	Ditto ditto.
Dennison, Thomas Stevenson - -	64	Ditto ditto.
Dossor, Frederick - - -	65	Ditto ditto.
Dowse, Thomas Dandison - -	52	Ditto ditto.
Elliott, Edmund - - -	50	Ditto ditto.
Johnson, Thomas John - -	63	Ditto ditto.
Kendrick, Joseph - - -	53	Ditto ditto.
Leach, George Clark - - -	55	Ditto ditto.
Marshall, William Brocksopp - -	46	Ditto ditto.
Monro, Alexander Richard - -	60	Ditto ditto.
Rayner, John William - - -	54	Ditto ditto.
Thornhill, Charles Edward - -	50	Ditto ditto.
Watson, Robert - - -	54	Ditto ditto.
Wilkinson, John - - -	53	Ditto ditto.
Campbell, Thomas - - -	46	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads into the Downs, the Swin, and up to the Nore.
Hadaway, William Wholley - -	52	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattagat, the Sound, and Baltic, to Cronstadt.
Johnson, Edward James - -	64	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattagat, the Sound, and Baltic, to Dantzic.
Pepper, George - - -	51	Ditto ditto.
Smith, Thomas John - - -	50	Ditto ditto.
Smith, David Paxton - - -	72	Ditto ditto.
Thollander, Oscar - - -	60	Ditto ditto.
Vickerman, William - - -	58	Ditto ditto.
Mills, James - - -	73	From the Humber, northward, to Flamborough Head and Tynemouth Bar; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattagat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.
Smith, Robert - - -	52	Ditto ditto.
Morley, John - - -	60	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattagat, the Sound, the Baltic, and Gulf of Finland, to Cronstadt.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL.—*continued.*NAMES of PILOTS—Younger Brethren who are Branch Pilots—*continued.*

NAMES.	Ages.	Service for which Licensed.
Newman, William - - -	61	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstätt; northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; and southward, through Yarmouth Roads and into the Downs.
Roach, Robert - - -	59	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, the Baltic, and Gulf of Finland, to Cronstätt.
Scarr, George - - -	54	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, the Sound, and Baltic, to Riga; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads and into the Downs.

EAST COAST.

Along the East Coast between the Northness of Dimlington on the Coast of Yorkshire and St. Edmund's Ness on the Coast of Norfolk.

NAMES.	Ages.	Service for which Licensed.
Goodson, Joseph Henry - -	45	{ From St. Edmund's Ness, on the coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and from the Lower Roads at Lynn; southward, to Winterton Ness; and northward, to the River Humber, or the Northness of Dimlington, bearing west, and <i>vice versa</i> .
Jones, James Joseph - -	48	

Along the East Coast to Lynn Deep.

NAMES.	Ages.	Service for which Licensed.
Dobson, William - - -	54	{ Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west, through Boston and Lynn Deep, and as far as Blakeney, and <i>vice versa</i> , except as regards vessels passing to or from King's Lynn, which are to be piloted along the East Coast southward, between the Humber and the Northness of Dimlington, bearing west, through Lynn Deep, as far as an imaginary line drawn north by west from St. Edmund's Ness, otherwise Gore End, to the Long Sand, and <i>vice versa</i> .
Goodson, Edward - - -	46	

Along the East Coast to the Downs.

NAME.	Age.	Service for which Licensed.
Wright, Thomas - - -	67	From the Humber, southward, through Yarmouth Roads and into the Downs.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL--continued.

NAMES of PILOTS—Younger Brethren who are Branch Pilots—continued.

Along the East Coast Northward to Tynemouth Bar and Southward to the Downs.

NAME.	Age.	Service for which Licensed.
Neal, Stephen - - - -	64	From the Humber, northward, to Flamborough Head and Tynemouth Bar; and southward, through Yarmouth Roads and into the Downs.

Along the East Coast Northward to Leith Roads and Southward to the Downs and Nore.

NAMES.	Ages.	Service for which Licensed.
Burmeister, John Charles Frederick.	53	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Dines, Alfred - - - -	59	
Miller, Henry - - - -	48	

Along the East Coast Northward to Tynemouth Bar and Southward to the Downs and Nore.

NAME.	Age.	Service for which Licensed.
Speed, Robert - - - -	61	From the Humber, northward, to Flamborough Head and Tynemouth Bar; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.

Along the East Coast Northward to Leith Roads and Southward to the Downs.

NAMES.	Ages.	Service for which Licensed.
Hudson, Charles - - - -	45	From the Humber, northward, to Flamborough Head, Tynemouth Bar, and the Frith of Forth up to Leith Roads; and southward, through Yarmouth Roads and into the Downs.
Hudson, George William - -	52	

For the Port of Wisbech, in the County of Cambridge.

NAMES.	Ages.	Service for which Licensed.
Burton, James Henry - - -	53	Into and out of the Port of Wisbech and the waters thereof, and from the Town of Wisbech, through the Cross Keys Bridge, to the Lower Roads at sea outwards; and from the said Lower Roads at sea, through the Cross Keys Bridge, to the said Town of Wisbech inwards; and from and to all intermediate places between the said Town and the said Lower Roads, and also (if required by the master of any ship or vessel, and when no other pilot appointed by us shall be in charge of such ship or vessel) from the said Lower Roads to and across the Bar, and to the Roaring Middle Buoy outwards; and from the Roaring Middle Buoy to and across the Bar, and to the said Lower Roads inwards; and from and to all intermediate places between the said Lower Roads and the said Roaring Middle Buoy.
Carlile, William, the younger -	37	
Pilkington, Isaiah - - - -	36	
Worley, William - - - -	52	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

NAMES of PILOTS—Younger Brethren who are Branch Pilots—continued.

For the Wash or Bay called Fosdyke Wash and the River Welland, in the County of Lincoln.

NAMES.	Ages.	Service for which Licensed.
Royce, Joseph - - -	51	{ Into and out of the River Welland and Fosdyke Wash, and seaward thereof, through the Deepes called Boston Deepes, so far as a certain buoy called the High Horn Buoy, and including the whole distance between the said buoy and the High Bridge over the River Welland in the Town of Spalding.
Westmoreland, Adam - -	49	

For the Port of Goole, in the County of York.

NAMES.	Ages.	Service for which Licensed.
Drury, William - - -	51	{ Into and out of the Port of Goole and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads and upon any part thereof.
Lea, William Smith - -	33	
Nichols, George - - -	40	
Prentice, William - - -	61	
Sharp, William - - -	51	
Torr, William - - -	47	

MASTERS and MATES to whom Certificates have been granted for the Port of Goole, to pilot the Vessels of which they are respectively the Masters or Mates, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Aaron, William - - -	37	Jordan, Henry - - -	59	{ Into and out of the Port of Goole and the waters thereof, and upon any part of the River Humber between the said Port and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads and upon any part thereof.
Anderson, William Henry -	43	Kirby, William Herbert -	29	
Arnold, George - - -	40	Kitwood, Thomas William -	63	
Atkinson, Edward Peter -	59	Lamming, George William -	29	
Broadhead, Alma - - -	42	Lumley, Thomas Alfred -	43	
Burnitt, John William -	48	Lister, Thomas Bolland -	44	
Bury, J. M. G. - - -	44	Leech, Edward John - - -	35	
Coates, Joseph - - -	53	Mason, William - - -	42	
Cook, William - - -	32	Mapplebeck, Henry - - -	42	
Collier, Tom - - -	35	Maltby, Francis - - -	54	
Clark, W. A. - - -	33	Moore, Charles - - -	49	
Cawthorn, James Robert -	47	Prentice, William Albert -	31	
Depledge, John William -	■	Pettitt, Walter - - -	26	
Depledge, Thompson Flower	33	Retberg, Fred - - -	43	
Denby, William - - -	47	Scott, James - - -	46	
Eyre, Henry - - -	49	Sherwood, Charles - - -	57	
Foster, Edwin - - -	45	Thorpe, Charles Robinson -	45	
Farnill, Paul - - -	64	Turgoose, Robert William -	35	
Fielder, John - - -	60	Tulley, Thomas - - -	51	
Greenwood, Henry - - -	29	Wadsworth, Samuel - - -	58	
Goodwood, Robert - - -	43	Wadsworth, Fred - - -	33	
Hewson, A. G. L. - - -	33	Woodhead, Ernest William -	■	
Hudson, Charles Henry -	44	Woodhead, Robert - - -	56	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES of PILOTS—Younger Brethren who are Branch Pilots—*continued.*

MASTERS to whom Certificates have been granted for *Gainsborough*, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	Service for which Licensed.
Mason, Tom - - -	43	Into and out of Gainsborough and the waters thereof, and upon any part of the River Humber between Gainsborough aforesaid and a certain part of the said River Humber called Hull Roads, and also into and out of the said Roads and upon any part thereof.
Parkinson, Joseph - - -	39	
Rusling, William - - -	57	
Spurr, Joseph - - -	38	

PILOTS appointed and licensed for the *River Humber*, under the Act 2 & 3 Will. 4, c. 105.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Ashford, Joseph - - -	45	Monday, Richard Henry -	30	Into and out of the Port of Kingston-upon-Hull and the Port of Great Grimaby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Blanshard, Walter Skelton -	32	Megginson, Thomas William	85	
Bond, Robert - - -	48	Morley, Charles - - -	32	
Bond, John Henry - - -	43	Noble, Christopher - - -	28	
Burn, George Cook - - -	43	Oleson, Edward - - -	49	
Brighty, William - - -	35	Pearson, William - - -	62	
Brown, John - - -	45	Pearson, John - - -	57	
Calvert, Richard - - -	64	Pudney, John - - -	58	
Duncan, John William - -	42	Parrott, Fred - - -	39	
Dukes, William - - -	80	Rowan, Thomas William	74	
Edmondson, John Taylor	87	Roberts, Edwin - - -	56	
Frazer, Robert William	52	Rainforth, Stephen - -	38	
Gash, Walter Edwin - - -	31	Rial, George - - -	29	
Godfrey, John Samuel - -	52	Rea, George Alfred - -	41	
Good, Thomas William	58	Stocks, Frederick - - -	51	
Harvey, Edward Morey	42	Stocks, Thomas - - -	47	
Harrison, Charles Howell	37	Sampson, William - - -	58	
Harrison, Walter - - -	44	Spence, James Thomas	63	
Hallatt, Thomas Herbert	27	Spence, Joseph - - -	25	
Jordan, John William - -	54	Smith, William Bonnor	43	
Jenkinson, Stanley James	38	Stanford, George William	64	
Kerridge, James William	34	Todd, James Dawson - -	39	
Lewis, William Robert	46	Waddingham, George - -	43	
Lofley, John William - -	55	Wallace, William Henry	69	
Lee, William Robert - - -	38	Wilson, Thomas Henry	47	
Munday, Edward - - -	58	White, Charles William	53	
Metcalfe, Edward - - -	28	Ward, Edward Peaker - -	39	
Marshall, Charles Alexander	46	Wilkin, Charles Edwin	36	
Marshall, Allan Watt - -	39	Wilkin, George - - -	60	

APPRENTICES to the *Humber* Pilotage Service.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Bond, Thomas - - -	19	Steels, H. - - -	17	BOARDING HANDS.	
Brown, Henry - - -	17	Walker, C. H. - - -	17	Hedgecock, W. G. - - -	25
Lazenby, H. - - -	15	Linsley, J. B. - - -	16	Todd, A. E. - - -	27
Pearson, E. - - -	17	Heron, F. E. - - -	16	Ward, A. L. - - -	24
Stocks, F. C. - - -	18	Turner, T. - - -	14		

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES of PILOTS—Younger Brethren who are Branch Pilots—*continued.*

PILOTS appointed and licensed for the *River Humber*, under the Acts 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.

NAMES.	Ages.	Service for which Licensed.
Cross, Henry - - -	54	Into and out of the Port of Kingston-upon-Hull and the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Clark, Edwin - - -	57	
Cawcutt, Albert Edward - -	70	
Edmondson, Thomas Edward -	28	
Ives, A. E. B. - - -	39	
Jackson, George Samuel - -	29	
Lee, Albert - - -	41	
Mawer, William Henry - - -	45	
Rainforth, Fred - - -	35	
Stubbs, William Henry - - -	40	
Shores, Thomas Waite - - -	37	
Sykes, John - - -	44	
Thompson, Charles - - -	41	
White, George - - -	51	

MASTERS and MATES to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber* Pilots.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Atkinson, Edward Peter -	59	Dossor, Frederick - - -	63	Into and out of the Port of Kingston-upon-Hull and the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Aaron, William - - -	37	Dowse, Thomas Dandison -	52	
Arnold, George - - -	39	Duncan, John - - -	50	
Arnold, Richard Dyer - -	56	Dyer, Thomas William - -	36	
Armstrong, Sydney - - -	34	Denby, William - - -	47	
		Depledge, Thompson Flower	33	
		Depledge, John William -	42	
Benz, Adolph Franz - - -	52			
Bartlett, Robert - - -	48	Eshelby, William Morley -	46	
Braham, Alfred - - -	43	Empson, Charles Herbert -	38	
Bone, William Lewis - - -	54	Edwards, Joseph - - -	66	
Briggs, William - - -	57	Eyre, Henry - - -	49	
Byers, George R. - - -	40			
Butlin, Clarke - - -	36	Farnill, Paul - - -	64	
Bray, George Richard William	43	Ferris, Henry George - -	58	
Broadhead, Alma - - -	41	Ford, Robert - - -	34	
Borrill, George Mark - - -	51	Fox, George - - -	34	
Burnitt, J. W. - - -	48	Ford, Walter - - -	39	
Boyle, Francis Benjamin -	39	Foster, Edward - - -	44	
Butts, William Thomas - -	46	French, William - - -	56	
Boerhave, Geert - - -	41	Frank, Alfred - - -	38	
Cadman, Arthur MacDonald	37	Gordon, Andrew - - -	51	
Campbell, Thomas - - -	45	Grant, John - - -	48	
Collier, Joseph William - -	37	Greenwood, Henry - - -	29	
Collier, Jasper Chancellor -	34			
Chambers, William Henry -	57	Harbord, Richard Arthur -	41	
Cawcutt, Fred - - -	39	Hudson, Charles Henry - -	44	
Cowlrick, Charles - - -	37	Holdorf, Charles Henry -	33	
Cook, William - - -	32	Hick, Allanson - - -	43	
Crump, Charles - - -	52	Higgins, John - - -	54	
Cockram, C. M. G. - - -	38	Hewson, A. G. L. - - -	33	
Cherry, George - - -	68	Hellyer, Giles - - -	47	
Coward, J. W. - - -	40	Horncastle, F. W. - - -	38	
Cawthorn, James Robert -	46	Hayes, John William - -	41	
Cotton, William - - -	60			
Carmichael, Joseph Andrew -	54			
Collier, Tom - - -	35			

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

NAMES of PILOTS—Younger Brethren who are Branch Pilots—continued.

MASTERS and MATES to whom Certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber Pilots*—continued.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Hudson, George William -	52	Parkinson, Joseph -	45	Into and out of the Port of Kingston-upon-Hull and the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Harding, Tenue -	58	Pearse, Henry Wallace -	49	
Hayes, Richard -	59			
		Rayward, Charles -	42	
Jones, William Edward -	39	Rowbottom, Walter Hayden -	31	
Jones, Richard Wilson -	46	Rowbottom, George -	57	
Jay, James Thomas -	62	Rusling, William Everatt -	49	
Jones, Robert Thomas -	47	Roach, Robert -	59	
Johnson, Edward James -	62	Ribbens, Antonie -	49	
Joy, George -	38			
Johnston, John Alexander -	41	Scarr, George -	49	
Johnstone, Peter -	41	Smith, Thomas John -	50	
Jefferson, Frederick John -	47	Samson, James -	39	
Jordan, Henry -	57	Swann, Charles -	45	
Johnson, John -	39	Sherwood, Charles -	56	
		Sturdy, George Birkett -	42	
Kinjpenza, Justus Gerhardus	40	Soulsby, Frederick Richard -	42	
Kirby, William H. -	29	Silverwood, Walter -	48	
Kruisnea, Sens -	31			
Kitwood, Thomas William -	63	Tholander, Oscar -	57	
King, John -	33	Thorpe, Henry Octavius -	44	
		Thorpe, Charles Robinson -	45	
Lumley, Thomas Alfred -	44	Turgoose, Robert William -	35	
Lawson, Charles -	48	Thornhill, Charles Edward -	52	
Lawson, Richard -	30	Turnbull, R. C. -	46	
Leech, Edward John -	35	Townsley, John -	42	
Lister, Thomas Bolland -	44	Tulley, Thomas -	51	
Lamming, G. W. -	40	Truman, James William -	36	
Lowden, William -	55	Tyrer, Thomas -	62	
Leach, George Clark -	55			
Leighton, Thomas William -	47	Visser, Tys -	32	
		Van Borrendam, Cornelius		
Mason, William -	42	Johannes -	41	
Moore, Charles -	51			
Magee, William -	46	Westcott, Fred -	37	
Maplebeck, Henry -	42	Winters, Wilhelm -	40	
Mellon, George Robert -	40	Wako, George Henry -	47	
Myers, Thomas -	34	Wood, John William Henry -	50	
Martin, James -	40	Webb, James -	62	
Massam, Robert William -	44	Wadsworth, Samuel -	52	
		Wadsworth, Fred -	33	
Newlove, Francis -	48	Webster, Reuben Lee -	49	
Newton, Edward -	40	Whitton, William -	51	
Nell, Charles Edward -	48	Watson, A. K. -	42	
Norfolk, Alfred Edward -	37	Waterhouse, A. E. -	31	
		Wilkie, John -	70	
Overlack, Adolph Wilhelm		Williams, Aubrey -	47	
Carl Edward -	60	Wilkinson, William Robert -	40	
Owen, John -	68	Wood, A. G. -	44	
		Wormald, Samuel Holdridge -	45	
Prentice, William Albert -	31	Woodhead, Robert -	56	
Peck, Edward Robert -	56	Woodhead, Thomas Henry -	27	
Pepper, George -	50	Ward, George Edward -	38	
Potter, Richard -	50	Walker, George -	28	
		Young, James William -	41	

CORPORATION OF 'TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

NAMES of PILOTS—Younger Brethren who are Branch Pilots—continued.

MASTERS and MATES to whom certificates have been granted to pilot the Vessels of which they are respectively the Masters or Mates within the limits of the *Humber* Pilots.

NAMES.	Ages.	Service for which Licensed.
		Into and out of the Port of Kingston-upon-Hull and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the Southward thereof as a certain point or headland on the coast of Lincolnshire commonly called or known by the name of Donna Nook.
Rover, Henrich - - -	31	
Freeman, William George -	36	
Vos Frans, Christiaan Elias -	27	
Schier, Henrich - - -	29	

PILOTS appointed and licensed for *New Holland*, in the County of *Lincoln*.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Ashford, Joseph - - -	45	Metcalf, Edward - - -	28	Into and out of New Holland, in the County of Lincoln, and upon any part of the River Humber between New Holland aforesaid and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.
Blanshard, Walter Skelton -	32	Mundey, Edward - - -	58	
Bond, Robert - - -	48	Marshall, Charles Alexander	42	
Bond, John Henry - - -	43	Marshall, Allan Watt - -	29	
Brown, John - - -	45	Mawer, William Henry - -	45	
Brighty, William - - -	35	Morley, Charles - - -	44	
Burn, George Cook - - -	43	Monday, Richard Henry -	30	
		Megginson, Thomas William	35	
Cross, Henry - - -	54	Noble, Christopher - - -	28	
Cawcutt, Albert Edward -	29	Oleson, Edward - - -	49	
Duncan, John William - -	42	Pudney, John - - -	58	
Dukes, William - - -	30	Pearson, John - - -	57	
Edmondson, John Taylor -	37	Parrott, Fred - - -	39	
Edmondson, Thomas Henry -	28	Rea, George Alfred - - -	61	
Frazer, Robert William -	52	Roberts, Edwin - - -	56	
Gash, Walter Edwin - - -	31	Rial, George - - -	29	
Good, Thomas William - -	58	Rainforth, Stephen - - -	38	
Godfrey, John Samuel - -	52	Rainforth, Fred - - -	46	
Hallatt, Thomas Herbert -	27	Sampson, William - - -	58	
Harrison, Charles Howell -	37	Spence, James Thomas - -	63	
Harrison, Walter - - -	44	Spence, Joseph - - -	25	
Harvey, Edward Morey - -	41	Stanford, George William -	64	
Ives, Albert Edward Bloom -	39	Stocks, Frederick - - -	51	
Jackson, George Samuel - -	29	Stocks, Thomas - - -	17	
Jenkinson, Stanley James -	38	Smith, William Bonnor - -	43	
Jordan, John William - -	53	Stubbs, William Henry - -	40	
Kerridge, James William -	34	Sykes, John - - -	45	
Liversedge, William - - -	68	Shores, Thomas Waite - -	37	
Lewis, William Robert - -	46	Todd, James Dawson - - -	39	
Lee, William Robert - - -	58	Wallace, William Henry - -	59	
Lee, Albert - - -	38	Wadlingham, George - - -	43	
		Wilson, Thomas Henry - -	47	
		White, Charles William - -	53	
		White, George - - -	51	
		Ward, Edward Peaker - - -	39	
		Wilkin, Charles Edwin - -	36	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*NAMES of PILOTS—Younger Brethren who are Branch Pilots—*continued.*

MASTERS to whom Certificates have been granted for *New Holland*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	Service for which Licensed.
Carr, William - - -	47	Into and out of New Holland, in the County of Lincoln, and upon any part of the River Humber between New Holland aforesaid and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.
Cutsforth, George Arthur - -	38	
Drinkall, Wray - - -	33	
Leach, George Clark - - -	54	
Rusling, Thomas - - -	50	
Taylor, Joseph - - -	53	
Wells, Richmond - - -	50	

MASTERS to whom Certificates have been granted for *Great Grimsby*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Beals, Gorham - - -	49	Leport, William - - -	38	Into and out of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber below the said Port, and so far out to sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Birkwood, Henry - - -	43	Lee, Tom - - -	48	
Bacon, Joseph - - -	53	Miller, Charles Augustus -	66	
Coombe, Claude Isaac - -	40	Morris, George Henry - -	35	
Cripsey, Walter Tennant -	51	Morris, William Arthur -	38	
Cripsey, John Jarmond -	53	Osborn, George - - -	47	
Chaffer, Alfred J. Havecroft -	33	Petterson, John - - -	61	
Guyodo, Clement Marie -	44	Petterson, Petter - - -	38	
Hollingsworth, Joseph -	66	Russell, Thomas Edward -	37	
Hicks, Richard - - -	55	Skelton, Thomas - - -	48	
Howell, William - - -	56	Stephens, George - - -	36	
Jackson, Harold Harwood -	42	Vasselin, Georges Paul -	43	
Jowers, Joseph - - -	65	Whiteu, Isaac - - -	47	
Knox, Arthur Samuel - -	43	Watts, Frederick G. - -	40	

MASTERS to whom a Certificate has been granted for the Port of *Kingston-upon-Hull*, and for the Port of *Great Grimsby*, in the County of *Lincoln*, to pilot the Vessels of which they are respectively the Masters, under the Act 57 & 58 Vict. c. 60.

NAMES.	Ages.	Service for which Licensed.
Grice, Benjamin John - -	55	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the County of Lincoln, and upon any part of the River Humber between the said Port of Kingston-upon-Hull and the said Port of Great Grimsby.
Maltby, Francis - - -	53	

RATES of PILOTAGE.

See pp. 19, 21, 25, and 36-39 of Parl. Paper, No. 154 of 1889; and pp. 57 and 59 of Parl. Paper, No. 160 of 1894.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy to Hawke Roads or Grimsby Roads - - -	-	£. s. d.	-	£. s. d.	3	£. s. d.	2	£. s. d.	-	£. s. d.	-	£. s. d.	10	£. s. d.	1	£. s. d.	23	£. s. d.
From the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy to the Port of Kingston-upon-Hull - - -	116	187 4 2	167	224 16 -	648	2,717 19 9	196	266 - 6	9	13 8 9	14	18 8 9	1,314	4,112 4 -	273	439 19 9	2,697	7,970 1 3
From the westward of the above limits to Spurn High Lighthouse bearing north-east to Hawke Roads or Grimsby Roads - -	-	-	-	-	-	-	1	- 9 3	-	-	-	-	2	1 12 1	-	-	3	1 1
From the westward of the above limits to Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull - - -	-	-	-	-	10	34 9 6	-	-	-	-	-	-	6	10 5 -	-	-	16	63 14 6
From Grimsby Docks to the Port of Kingston-upon-Hull - - -	-	-	-	-	1	2 2 -	7	14 17 6	-	-	-	-	6	13 16 6	8	9 10 9	19	40 6 9
From the Hawke Roads, the buoy of the Burcome or Grimsby Roads, to Whitebooth Roads - - -	-	-	-	-	-	-	1	1 6 -	-	-	-	-	-	-	-	-	1	1 6 -
From the Hawke Roads, the Buoy of the Burcome or Grimsby Roads, to the Port of Kingston-upon-Hull - -	-	-	-	-	1	3 6 3	2	2 4 1	-	-	-	-	2	3 11 3	3	2 12 6	8	11 14 1
From Whitebooth Roads to the Port of Kingston-upon-Hull - - -	-	-	-	-	1	1 4 -	1	- 11 -	-	-	-	-	-	-	-	-	2	1 15 -
From any Dock or Slip in the Port of Kingston-upon-Hull, or at New Holland, to any Dock or Slip in the Port of Kingston-upon-Hull - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	248 12 8
Tidesworks - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39 3 -
TOTAL - - -	116	187 4 2	167	224 16 -	684	2,785 4 -	170	277 4 9	9	13 8 9	14	18 8 9	1,340	4,189 1 4	283	458 9 8	2,668	8,401 12 1

Vessels changing at Hull for Ports and Places above Hull.

Number of
Vessels.Amount of Pilotage
below Hull.

Amount paid by such Vessels Piloted to the Port of Hull as have, before reaching their ultimate port of destination, to take or pay for Two or more Pilots, with the number of Vessels paying the same - - -

336

£. s. d.
730 14 1

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy to the Grimsby Docks - -	12	11 14 6	153	132 17 11	73	217 - 3	126	152 17 10	1	1 3 8	3	2 13 7	573	1,368 13 -	308	383 2 3	1,107	2,360 2 -
From the westward of the above limits to Spurn High Lighthouse bearing north-east to the Grimsby Docks - -	-	-	-	-	-	-	1	- 15 -	-	-	-	-	-	-	-	-	1	- 15 -
From the Hawke Roads to the Grimsby Docks - -	-	-	-	-	-	-	-	-	-	-	-	-	2	1 14 8	5	3 8 6	7	5 3 -
From the Buoy of the Burcome or Grimsby Roads to the Grimsby Docks - -	-	-	-	-	1	1 - -	-	-	-	-	-	-	5	3 7 -	-	-	6	4 7 -
Tidesworks - - -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8 8 -
TOTAL - - -	12	11 14 6	153	132 17 11	74	218 - 3	126	152 12 10	1	1 8 8	3	2 13 7	580	1,383 14 6	313	386 10 9	1,211	2,398 15 -

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Hawke Roads or Grimsby Roads to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy	-	£. s. d.	-	£. s. d.	2	£. s. d.	1	£. s. d.	-	£. s. d.	-	£. s. d.	9	£. s. d.	7	£. s. d.	10	£. s. d.
From the Port of Kingston-upon-Hull to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy	208	338 14 2	28	20 16 9	408	1,420 12 1	275	946 9 9	27	25 17 -	8	6 9 -	1024	3,259 16 4	428	1,090 16 3	2,644	6,976 19 6
From the Port of Kingston-upon-Hull to Grimsby Docks	-	-	-	-	3	7 15 9	12	24 2 8	-	-	-	-	6	10 11 9	70	122 18 2	90	176 9 5
From Whitebooth Roads, the Port of Kingston-upon-Hull, to the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads	-	-	-	-	-	-	1	1 1 7	-	-	-	-	-	-	-	-	1	1 1 7
From the Port of Kingston-upon-Hull to Whitebooth Roads	-	-	-	-	1	1 4 -	-	-	-	-	-	-	-	-	-	-	1	1 4 -
From any Dock or Slip in the Port of Kingston-upon-Hull to any Dock or Slip at New Holland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2 5 -
Tidesworks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120 11 5
TOTAL	208	338 14 2	28	20 16 9	408	1,420 12 1	275	946 9 9	27	25 17 -	8	6 9 -	1024	3,259 16 4	428	1,090 16 3	2,644	7,219 7 11

Vessels from Ports and Places above Hull changing at Hull.		Number of Vessels.	Amount of Pilotage below Hull.
Amount paid by such Vessels as have, before reaching the limits of Pilotage water, to take or pay for Two or more Pilots, with the number of Vessels paying the same		208	£. s. d. 731 6 9

PORT OF GRIMSBY.—(2.) OUTWARDS.

From Grimsby Docks to the distance at Sea where Donna Nook bears south-west one-third west to the southward of the Sand Halls Buoy	142	176 8 9	16	17 - 6	109	279 9 6	22	53 1 -	4	4 1 9	-	-	799	1,836 18 6	111	179 16 6	1,220	2,548 16 6
From Grimsby Docks to the Buoy of the Burcome or Grimsby Roads	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2 8 -	3	2 8 -
Tidesworks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20 7 6
TOTAL	142	176 8 9	16	17 - 6	109	279 9 6	22	53 1 -	4	4 1 9	-	-	799	1,836 18 6	114	182 4 6	1,223	2,579 13 -

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

GOOLE.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole - -	326	297 1 3	145	172 7 9	131	115 - 11	592	584 9 11

(2.)—OUTWARDS

From Goole to Hull Roads - -	363	403 12 1	90	104 13 7	134	157 15 9	586	666 1 5
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WISBECH.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From the Roaring Middle Buoy to the Lower Roads at Sea - - - - -	7	10 18 9	21	39 - -	28	49 18 9
From the Lower Roads at Sea to Wisbech Town - - - - -	44	60 16 4½	42	83 19 10	86	144 16 2½
From the Lower Roads at Sea to Sutton Bridge, otherwise Cross Keys Bridge - - - - -	22	24 2 -	10	19 19 11	32	44 1 11
From Sutton Bridge, otherwise Cross Keys Bridge, to Wisbech Town - - - - -	3	1 10 8	-	- - - -	3	1 10 8
TOTAL - - -	76	97 7 9½	73	142 19 9	149	240 7 6½

(2.)—OUTWARDS.

From the Lower Roads at Sea to the Roaring Middle Buoy - - - - -	9	12 1 3	39	63 5 -	48	65 6 3
From Wisbech Town to the Lower Roads at Sea - - - - -	36	52 3 6	43	65 7 9	78	117 11 3
From Sutton Bridge, otherwise Cross Keys Bridge, to the Lower Roads at Sea - - - - -	15	13 2 -	10	10 19 -	25	24 1 -
From Wisbech Town to Sutton Bridge, otherwise Cross Keys Bridge - - - - -	1	- 13 4	-	- - - -	1	- 13 4
TOTAL - - -	60	78 - 1	92	139 11 9	152	207 11 10

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

SPALDING.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Welland Setway to Fosdyke Bridge - -	92	56 7 10½	-	- - -	92	56 7 10½

(2.)—OUTWARDS.

From Fosdyke Bridge to Welland Setway - -	45	16 6 -	-	- - -	45	16 6 -
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RIVER HUMBER.

AMOUNT received for PILOTAGE of VESSELS in 1901.

TO THE HUMBER AND ALONG THE EAST COAST.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Lynn Deepes to the Humber -	-	- - -	-	- - -	1	4 12 -	-	- - -	1	4 12 -

FROM THE HUMBER AND ALONG THE EAST COAST.

From the Humber to the Downs - -	-	- - -	70	417 1 4	-	- - -	15	89 12 5	85	506 13 9
From the Humber to the Nore - -	1	4 14 6	3	18 - -	-	- - -	12	87 1 10	16	109 16 4
From the Humber to Yarmouth - -	-	- - -	-	- - -	1	3 18 -	-	- - -	1	3 18 -
From the Humber to Sunderland - -	1	3 18 -	-	- - -	1	2 18 6	-	- - -	2	6 16 6
From the Humber to Shields - -	-	- - -	-	- - -	3	7 13 3	-	- - -	3	7 13 3
From Sutton to Boston Deepes - -	-	- - -	1	6 2 6	-	- - -	1	6 4 -	2	12 6 6
From Sutton to Lynn Deepes - -	-	- - -	2	12 5 -	1	5 12 -	2	13 2 6	5	30 19 6
From Skegness to Boston Deepes - -	-	- - -	3	15 1 -	-	- - -	6	21 15 -	9	36 16 -
From Skegness to Lynn Deepes - -	1	5 5 -	4	19 1 -	-	- - -	-	- - -	5	24 6 -
Intermediate distances within the limits above mentioned.	2	5 10 -	21	68 1 3	6	13 2 3	52	140 1 9	81	236 15 3
TOTAL - - -	5	19 7 6	104	555 12 1	12	33 4 -	88	357 17 6	209	966 1 1

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

HUMBER PILOTS' PENSION FUND ACCOUNT for the Year ending 31st December 1901.

INCOME.			EXPENDITURE.		
Year ending 31st Dec. 1900.	Dr.	Year ending 31st Dec. 1900.	Cr.	Year ending 31st Dec. 1900.	
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
	To Pilots and Outlets' Contributions (4 per cent. on gross pilotage, 30,000l. 2s. 6d.):				
231 13 11	Pilots	644 6 1		644 13 6	
206 3 8	Cutters	379 7 2		316 13 6	
					656 17 6
62 10 -	To Hall Trinity House:				
	Proportion of fees for the year 1900	55 10 -		11 9 3	
					74 14 1
13 10 2	To Hull Corporation:				
	Interest on loan on deposit	15 9 3			314 3 3
	Interest on Three per Cent. Redeemable Stock	16 10 10			
213 17 5	To Commissioners' Income and Expenditure Account:				
	Balance thereof at 31st December 1901, per account transferred	110 10 -			
1,906 14 2				1,906 14 2	
					1,917 13 10
621 13 11	To Balance brought down	314 3 3			

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of Gool.

RECEIPTS.			EXPENDITURE.		
		£. s. d.			£. s. d.
To gross amount received for	Inward pilotage -	584 9 11	By commission paid to pilot master -		62 10 9
	Outward pilotage -	566 1 5	By amount of pilotage paid to the undermentioned pilots, viz. :—		
			William Sharp -		162 15 10
			William Prentice -		162 15 10
			William Drury -		162 15 10
			William Torr -		162 15 10
			George Nichols -		162 15 10
			William Lea -		162 15 10
			By pilots' railway fares and expenses -		124 2 8
			By extra men, assisting ships -		6 - -
			By office rent, repairs, rates, &c. -		5 18 7
			By licences -		4 10 -
			By boat expenses -		66 12 9
			By telegrams, stationery, &c. -		4 1 7
		£. 1,250 11 4		£. 1,250 11 4	

W. J. Bowman,
Pilot Master.

ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of Wisbech.

RECEIPTS.			EXPENDITURE.		
		£. s. d.			£. s. d.
To gross amount received for	Inward pilotage -	240 7 6½	Amount of pilotage paid to or retained by the undermentioned pilots, viz. :—		
	Outward pilotage -	207 11 10	James Henry Burton, share above Lower Roads -		83 3 7½
			Earnings below Lower Roads -		20 5 -
			William Worley, share above Lower Roads -		83 3 7
			Earnings below Lower Roads -		29 15 -
			William Carlile, share above Lower Roads -		83 3 7
			Earnings below Lower Roads -		39 15 -
			Isaiah Pilkington, share above Lower Roads -		83 3 7
			Earnings below Lower Roads -		25 10 -
		£. 447 19 4½		£. 447 19 4½	

Jer. Cornish,
Secretary of the Sub-Commissioners of Pilotage, Wisbech.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

ACCOUNT of all MONIES received by or on behalf of the Sub-Commissioners of PILOTAGE for the Port of *Spalding*.

RECEIPTS.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
To gross amount (Inward pilotage -	56	7 10½	Royce, Joseph - - - - -	36	6 11½
received for -) Outward pilotage -	16	6 -	Westmoreland, Adam - - - - -	36	6 11½
£.	72	13 10½	£.	72	13 10½

John Kirkby,
Superintendent.ACCOUNT of all MONIES received in respect of PILOTAGE to or from the *Humber* and along the *East Coast*.

RECEIPTS.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
To amount received for pilotage to the Humber and along the East Coast -	4	12 -	By amount received and retained by the undermentioned pilots, viz. :-		
To amount received for pilotage from the Humber and along the East Coast -	966	1 1	Dines, Alfred - - - - -	114	- -
£.	970	13 1	Neal, Stephen - - - - -	40	13 7
			Wright, Thomas - - - - -	102	- -
			Speed, Robert - - - - -	89	18 6
			Burmeister, J. C. F. - - - - -	66	6 5
			Hudson, Charles - - - - -	84	- -
			Cutt, George - - - - -	8	2 6
			Ohlenroth, K. - - - - -	21	16 10
			Goodson, J. H. - - - - -	142	5 6
			Jones, J. J. - - - - -	57	19 -
			Goodson, Edward - - - - -	135	10 9
			Miller, Henry - - - - -	108	- -
£.	970	13 1	£.	970	13 1

Trinity House, Hull, }
24 March 1902. }Edw. J. Wilson,
Secretary.ACCOUNT showing the MONIES received at the TRINITY HOUSE, *Hull*, during the Year 1901, in respect of FEES paid for the Examination of MASTERS and MATES, and for annual Renewal of Certificates and the like, for the Examination and Renewal of Licences of ordinary PILOTS, and the Expenditure of such MONIES.

	£.	s. d.		£.	s. d.
Balance from last account - - -	107	16 8	Amount paid to Mr. Hart, clerk to the Humber Pilot Commissioners, to be carried to the account of the Humber pilots' superannuation fund - -	52	10 -
			Amount paid to the account of the pension or superannuation fund for the East Coast pilots - - - -	30	6 8
			Amount paid to the account of the Goole pilots' superannuation fund - -	25	- -
£.	107	16 8	£.	107	16 8
Fees for the examination of masters and mates - - - - -	65	- -	Remuneration paid to or received by wardens, elder brethren, and assistants, in respect of examination of—		
Fees for the issue of certificates of masters and mates - - - - -	78	15 -	(a) Pilots - - - - -	8	- -
Fees for the annual renewal of certificates of masters and mates - - -	132	15 -	(b) Masters and mates - - - -	65	- -
Fees for the examination of ordinary pilots - - - - -	8	- -	Remuneration paid to late secretary—		
Fees for the issue of licences of ordinary pilots - - - - -	5	10 -	(1.) In respect of issue (including preparation and registration) of—		
Fees for the annual renewal of licences of ordinary pilots - - - - -	88	15 -	(a) Licences of pilots - - - -	-	-
£.	378	15 -	(b) Certificates of masters and mates - - - - -	1	10 -
			(2.) In respect of renewal of—		
			(a) Licences of pilots - - - -	1	- -
			(b) Certificates of masters and mates - - - - -	6	10 -
			Proportion of commutation for fees -	160	8 4
			Balance - - - - -	136	6 8
£.	378	15 -	£.	378	15 -

Trinity House, Hull, }
10 March 1902. }E. J. Haseltine,
Warden's Clerk.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—continued.

ACCOUNT of all MONIES received and expended by the TRINITY HOUSE, *Hull*, in respect of the *Goole* PILOTS' SUPERANNUATION FUND.

1 January 1901 :	£. s. d.	31 December 1901 :	£. s. d.
To balance - - - - -	383 3 11	By one year's retiring allowance to a disabled pilot - - - - -	5 4 -
31 December 1901 :			
To amount of contribution to the fund made by the Corporation - - -	25 - -	By balance - - - - -	433 17 5
To amount of contribution received from the <i>Goole</i> pilots - - - - -	24 8 6		
To interest - - - - -	9 9 -		
£.	442 1 5	£.	442 1 5

Trinity House, Hull, }
28 February 1902. }E. J. Heseltine,
Warden's Clerk.ACCOUNT of all MONIES received at the TRINITY HOUSE, *Hull*, in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

	£. s. d.		£. s. d.
To amount received as contribution to superannuation and pension fund :		By balance brought from last account -	186 8 10
From pilots - - - - -	44 5 3	By amount paid for pensions or superannuations :	
From other sources - - - - -	30 6 8	To pilots (5) - - - - -	57 - -
To balance - - - - -	237 9 11	To widows (6) - - - - -	63 - -
		By bank interest - - - - -	5 13 -
£.	312 1 10	£.	312 1 10

Trinity House, Hull, }
28 February 1902. }E. J. Heseltine,
Warden's Clerk.

S C O T L A N D.

PORT OF ABERBROTHWICK, OR ARBROATH.

Pilotage is Compulsory. Limits of District.—See p. 130 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 130 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
1. William Brown - - - -	58	4. Francis Cargill - - - -	55
2. Alexander White - - - -	66	5. William Davidson - - - -	52
3. Peter Hood - - - -	68	6. William Brown - - - -	49

Note.—No. 1 is chief pilot. Nos. 2 to 6 are ordinary pilots.

AMOUNT received for PILOTAGE of VESSELS in 1901.

INWARDS and OUTWARDS.

	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From 2 <i>d.</i> to 4 <i>d.</i> per ton - -	163	151 - 1	4	19 8 2	12	34 12 5	179	205 - 8
At 4½ <i>d.</i> per ton - - -	-	- - -	2	2 2 5	3	1 15 7	5	3 18 -
Pilot master's fees - - -	-	- - -	-	- - -	-	- - -	-	13 19 -
TOTAL - - -	163	151 - 1	6	21 10 7	15	36 8 -	184	223 7 8

Note.—Only one charge is made at this port for both inward and outward pilotage, and this return includes outward pilotage for the year. The steam tug belonging to the Trustees is employed in the pilotage service to tow vessels when required.

An allowance from the full dues is made in the case of steamers, reducing the pilotage to 3d. per ton.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount {Inward pilotage - received for - {Outward pilotage}	208 18 8	By amount paid in respect of pilots -	304 4 -
To amount received from pilot master's fees - - - - -	13 9 -	By amount paid for collector's commission - - - - -	2 12 3
Balance at debit of account at 31st December 1901 - - - - -	97 17 7	By amount paid for pilot master's fees	13 9 -
£.	320 5 3	£.	320 5 3

19 February 1902.

W. K. Macdonald, Clerk.

PORT OF ABERDEEN.

Pilotage is Free. Limits of District.—See p. 132 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 182 of Parl. Paper, No. 164 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Alexander Guyan - -	52	Andrew Walker - -	49	Andrew Morrice - -	59
George Walker - -	51	Alexander Robertson - -	48	James Walker - -	49
Alexander Meres - -	52	Alexander Allan - -	68	Alexander Hunter - -	57
William Masson - -	60	James Morrice - -	67	Robert Walker - -	31
Alexander Main - -	42	David Baxter - -	48	James Guyan - -	51
Alexander Paterson - -	41				

NAMES of ASSISTANTS.

Alexander Watson - -	33	George Walker - -	56	Alexander Forbes - -	50
James King - -	34	James Fowler - -	56	John Morrice - -	51
George Noble - -	42	Alexander Guyan - -	40		

RATES of PILOTAGE.

See p. 63 of Parl. Paper, No. 275 of 1895.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour and Docks.	1,889	£. s. d. 966 8 -	123	£. s. d. 226 10 -	7	£. s. d. 6 5 -	231	£. s. d. 212 7 6	2,250	£. s. d. 1,411 10 6

(2.)—OUTWARDS.

From Harbour and Docks to Sea.	1,736	770 13 6	34	41 10 -	79	36 6 3	95	57 7 6	1,944	905 17 3
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount (Inward pilotage received for - Outward pilotage -	1,411 10 6	By amount paid to pilots, the pilotage fees being collected by themselves - - - -	2,317 7 9
To amount of fees received from applicants for masters and mates' certificates - - - -	*5 15 6		
To amount of fees received from applicants for renewals of masters and mates' certificates - - - -	*18 18 -		
£. 2,317 7 9		£. 2,317 7 9	

* The above-mentioned sum of 24*l.* 13*s.* 6*d.*, less 12*l.* paid to two retired pilots, is still in the hands of the Commissioners, who have not yet decided as to the mode in which the fees are to be applied. Meantime the amount received is carried to a special account, and interest allowed at the current rate on harbour loans.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Note.—There is no pilots' superannuation fund, but during the past year the sum of 12*l.* was voted from the fees received under the Merchant Shipping Act, 1854, on the issue of pilotage certificates to masters of vessels as a donation to two retired pilots.

14 February 1902.

W. Gordon, Clerk.

PORT OF AYR.

Pilotage is Compulsory. Limits of District.—See p. 172 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 65 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

NAMES.				Ages.	NAMES.				Ages.
John McMillan	-	-	-	52	James Brodie	-	-	-	44
John Houston	-	-	-	46	John Morrison	-	-	-	31
Neil Henderson	-	-	-	46					

RATES of PILOTAGE.

All vessels, coasters and oversea, 40 tons register and upwards, 1½d. per ton.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.		Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Bay to Harbour	1,385	£. s. d. 466 16 8	136	£. s. d. 41 19 10	54	£. s. d. 141 19 9	3	£. s. d. - 18 4	23	£. s. d. 64 12 9	18	£. s. d. 20 7 11	1,518	£. s. d. 746 16 8

(2.)—OUTWARDS.

From Harbour to Bay	1,385	£. s. d. 466 16 8	136	41 19 10	54	141 19 9	3	- 18 4	23	64 12 9	18	20 7 11	1,518	746 16 8
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for		By amount paid in respect of pilots	504 - 11
Inward pilotage -	746 16 3	By amount paid in respect of pilot boats - - - -	20 11 2
Outward pilotage	746 16 3	By balance expended on maintenance of harbour, &c. - - -	969 - 5
£.	1,493 12 6	£.	1,493 12 6

28 January 1902.

William J. Pollock, Clerk.

PORT OF BORROWSTOUNNESS.

Pilotage is Free. Limits of District.—See p. 187 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 187 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.				Ages.	NAMES.				Ages.
Charles Anderson	-	-	-	51	James Beaton, jun.	-	-	-	48
Alexander Beaton	-	-	-	66	William Snedden	-	-	-	34
George Wilson	-	-	-	40	Peter Thomson	-	-	-	40
James Beaton, son.	-	-	-	56	Robert Hamilton	-	-	-	50

Note.—These pilots are also licensed by the Trinity House, Leith.

RATES of PILOTAGE.

See p. 87 of Parl. Paper, No. 265 of 1900.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Roads to Harbour or Dock.	78	£. s. d. 62 17 -	31	£. s. d. 14 2 6	88	£. s. d. 99 10 8	-	£. s. d. - - -	93	£. s. d. 71 1 8	44	£. s. d. 20 8 3	267	£. s. d. 247 10 10	198	£. s. d. 196 4 4	799	£. s. d. 642 4 1

(2.)—OUTWARDS.

From Harbour or Dock to Roads.	23	£. s. d. 106 7 8	1	£. s. d. - 10 -	70	£. s. d. 88 10 -	-	£. s. d. - - -	80	£. s. d. 34 6 2	1	£. s. d. - 11 4	334	£. s. d. 322 8 8	18	£. s. d. 18 2 -	539	£. s. d. 574 16 8
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount received for { Inward pilotage -	642	4	2	By amount paid in respect of pilots -	1,186	12	4
{ Outward pilotage -	574	16	8	By amount paid in respect of licensed boatmen -	382	13	9
To amount of fees received from applicants for renewals of pilots' licences (8) -	-	12	-	By amount paid to North British Railway Company as commission on collection of pilotage -	40	4	9
To amount received from licensed boatmen -	392	10	-	By amount paid to North British Railway Company as commission for renewals of licences -	-	12	-
£.	1,610	2	10	£.	1,610	2	10

16 May 1902.

W. F. Jackson, General Manager,
North British Railway.

PORT OF BUCKIE (CLUNY).

Pilotage is Compulsory. Limits of District.—See p. 140 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, RULES, and REGULATIONS.

See p. 140 of Parl. Paper, No. 154 of 1889.

NAME of PILOT.

Captain Henry H. Smart - - - - - aged 41

RATES of PILOTAGE.

See p. 142 of Parl. Paper, No. 154 of 1889

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Bay Inwards (No distance pilotage.)	68	40 - 4	-	-	-	-	25	27 9 1	93	67 9 5

(2.)—OUTWARDS.

Outwards to Bay (No distance pilotage.)	68	40 - 3	-	- - -	-	- - -	25	27 9 2	93	67 9 5
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8 March 1902.

John Macdonald, Secretary.

PORT OF BURGHEAD.

Pilotage is Compulsory. Limits of District.—See p. 143 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, &c.

See p. 148 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Lewis M'Lean - -	71	John Hendry ("Jockie") -	59	Alexander Richardson -	64
Alexander Jeffrey - -	66	Charles Mackay - -	44	William Hendry - -	55
John Hendry - -	48	John Mackay - -	48		

RATES of PILOTAGE.

See p. 144 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
About half a mile - - -	148	61 19 8½	10	13 11 11½	4	4 16 10½	11	12 7 8	173	92 16 2½

(2.)—OUTWARDS.

About half a mile - -	148	61 19 8½	10	13 11 11½	4	4 16 10½	11	12 7 8	173	92 16 2½
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for -	Inward pilotage -	92 16 2½	By amount paid in respect of pilots		185 12 5
	Outward pilotage -	92 16 2½			
	£.	185 12 5		£.	185 12 5

5 February 1902.

Grigor and Young.

PORT OF BURNTISLAND.

Pilotage is Free. Limits of District.—See p. 145 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 145 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	Service for which Licensed.
Robert Stewart - -	65	St. Abb's Head to Alloa.
Thomas Cairnie - -	37	St. Abb's Head to Carron Roads.
David Noble - - -	38	Ditto. ditto.
John Pendrick - - -	57	Inchkeith to Carron Roads.
Charles Combe - - -	36	Red Head on north to Orfordness on south, including Firth of Forth.
Edward E. Stuart - -	44	St. Abb's Head to Forth Bridge.
William Masterton - -	61	St. Abb's Head to Alloa.
Archibald Blair - - -	45	Ditto. ditto.
John Brown - - -	57	Fifeness and St. Abb's to Alloa.
George Forthingham -	52	Ditto. ditto.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.			
	COASTERS.			OVERSEA.			COASTERS.			OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Roads to Doek.	43	£. s. d. 43 2 -	5	£. s. d. 2 - 6	88	£. s. d. 94 17 6	18	£. s. d. 15 17 -	11	£. s. d. 4 8 -	573	£. s. d. 588 2 -	119	£. s. d. 64 8 -	857	£. s. d. 613 15 -

(2.)—OUTWARDS.

From Doek to Roads.	43	£. s. d. 41 17 -	4	£. s. d. 1 7 6	88	£. s. d. 94 13 6	18	£. s. d. 15 17 -	7	£. s. d. 2 13 -	573	£. s. d. 586 5 6	103	£. s. d. 56 13 -	835	£. s. d. 798 11 6
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	165 10 4	By amount paid in respect of pilots -	1,531 13 9
To gross amount received for { Inward pilotage -	813 15 -	By amount paid for clerk - - -	5 - -
- { Outward pilotage -	798 11 6	By amount paid for other officers -	80 15 5
To amount of fees received from applicants for pilots' licences (1) - -	- 10 6	By balance carried to next account -	160 18 2
£.	1,778 7 4	£.	1,778 7 4

14 February 1902.

Thomas A. Wallace, Clerk.

PORT OF CHARLESTOWN.

Pilotage is Free. Limits of District.—See p. 78 of Parl. Paper, No. 251 of 1891.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 78 of Parl. Paper, No. 251 of 1891.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Joseph Fotheringham	66	David Edward	64	Alexander Bryce	53

Note.—These pilots are also licensed by the Trinity House, Leith.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Roads to Harbour	23	£. s. d. 9 - 10	13	£. s. d. 4 11 4	-	£. s. d. - - -	2	£. s. d. 1 3 10	23	£. s. d. 7 19 6	26	£. s. d. 9 4 -	19	£. s. d. 9 15 4	46	£. s. d. 23 9 4	111	£. s. d. 65 4 2

(2).—OUTWARDS.

From Harbour to Roads	23	£. s. d. 10 14 -	7	£. s. d. 3 3 8	6	£. s. d. 4 11 6	-	£. s. d. - - -	1	£. s. d. - 10 6	6	£. s. d. 2 4 -	68	£. s. d. 44 18 -	23	£. s. d. 22 9 6	163	£. s. d. 79 10 2
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To gross amount received for { Inward pilotage -	65	4	2	By amount paid in respect of pilots -	137	9	8
{ Outward pilotage -	79	10	2	By amount paid to North British Rail- way Company as commission on collection of pilotage -	7	4	8
£.	144	14	4	£.	144	14	4

16 May 1902.

W. F. Jackson, General Manager,
North British Railway.

PORT OF DINGWALL.

There is no pilot now at this port. Few vessels come into the port, which is at the extreme end of the Cromarty Firth, but it is understood that when vessels do come in they are piloted from Invergordon or Cromarty.

PORT OF DUNDEE.

Pilotage is Free. Limits of District.—See p. 147 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 147 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Peter Lowson - - -	63	Johnston Inglis - -	49	Thomas Cunningham -	42
George Keith - - -	68	William Dunn - - -	53	Alexander Craig - -	44
John Martin - - -	75	William Easson - -	50	McDonald Cameron -	46
John Reid - - -	58	John Mill - - -	47	James Fettes - - -	49

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Buoy of Tay to Dundee Docks.	58	218 - -	78	445 11 10	9	23 8 3	61	246 14 10	206	933 14 11
From Buoy of Tay to Dundee Roads.	..	- - -	1	1 17 2	11	6 9 6	80	40 10 5	111	48 17 1
From Dundee Roads to Dundee Docks.	10	10 19 3	3	4 16 8	-	- - -	-	- - -	13	15 15 11
TOTAL - - -	68	228 19 3	82	452 5 8	11	29 17 9	111	287 5 3	252	998 7 11

(2.)—OUTWARDS.

From Dundee Docks to Buoy of Tay.	97	380 7 3	29	160 19 4	34	96 8 2	15	79 4 -	175	716 18 9
From Dundee Roads to Buoy of Tay.	-	- - -	1	- 18 9	5	8 14 3	-	- - -	6	9 12 11
From Dundee Docks to Dundee Roads.	-	- - -	-	- - -	-	- - -	1	- 16 -	1	- 16 -
TOTAL - - -	97	380 7 3	30	161 18 -	39	105 2 5	16	80 - -	144	727 7 8

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Cr.	£. s. d.	Cr.	£. s. d.
To gross amount received for - Inward pilotage	998 7 11	By balance brought from last account	3 16 7
- Outward pilotage	727 7 8	By amount paid in respect of—	
To amount received from other sources :		Pilots' wages	831 10 7
Distance money	- 15 -	Pilots' bonuses	356 18 -
Shifting docks, trial trips, &c.	38 16 6	Pilots' provisions	179 3 8
Old canvas sold	- 9 -	Contributions to pilots' pension or superannuation fund	89 15 4
Interest on bank deposit receipts	- 13 3	Contributions to sinking fund	50 - -
Return premiums of insurance of cutters	23 2 -	Extra pilotage and petty disbursements	9 7 3
To balance carried to next account	- 10 8	Repairs, insurance, coals, &c.	194 10 7
		By amount paid for secretary	20 - -
		By amount paid for treasurer and assistant	35 - -
		By amount paid for harbour master	20 - -
£. 1,790 2 -		£. 1,790 2 -	

PORT OF DUNDEE—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1,360 - -	By amount paid for pensions or super-annuations :	
To amount received as contribution to superannuation and pension fund from pilots - - - - -	89 15 4	4 pilots at 7s. 6d. per week for 52 weeks	78 - -
To amount received as interest on loans -	38 4 8	By balance carried to next account :	
		Loans to Harbour Trustees - - -	1,410 - -
£.	1,488 - -	£	1,488 - -

SINKING FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	371 - 4	By proportion of accounts for extra repairs to cutter "Tay" - - -	50 - -
To interest on loans - - - - -	10 4 9	By balance carried to next account :	
To contributions from pilots - - - - -	50 - -	Loans to harbour - - - - -	380 - -
		Cash in bank - - - - -	1 5 1
£.	431 5 1	£.	431 5 1

29 January 1902.

John Mallock, Secretary.

PORT OF EYEMOUTH.

Limits of District.—See Section 50 of the Eyemouth Harbour Order, 1882 (Pier and Harbour Orders Confirmation (No. 2) Act, 1882).

BYE-LAWS, REGULATIONS, &c.

See Sections 50–56 of above Order.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
David Burgou - - - - -	—	Robert Langlands - - - - -	—
John Kerr - - - - -	—	James Gillie - - - - -	—
John Lowrie - - - - -	—		

RATES of PILOTAGE.

See p. 160 of Parl. Paper, No. 251 of 1891.

PORT OF EYEMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.						TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.				OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by St am.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	11	6 5 11	1	- 12 -	-	- - -	-	- - -	12	6 19 1	24	13 17 -

(2.)—OUTWARDS.

From Harbour to Sea	3	1 10 9	-	- - -	-	- - -	-	- - -	11	8 19 4	14	10 10 1
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage	13 17 -	By amount paid in respect of pilots	24 7 1
{ Outward pilotage	10 10 1		
£.	24 7 1	£.	24 7 1

15 January 1902.

John Wood, Clerk.

PORT OF FRASERBURGH.

*Pilotage is Compulsory on all Vessels of 30 tons register and upwards.**Limits of District.—See p. 152 of Parl. Paper, No. 154 of 1889.*

REGULATIONS and RATES of PILOTAGE.

See p. 90 of Parl. Paper, No. 212 of 1892.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Andrew Noble	42	Walter Noble, jun.	44
Walter Noble	74	John Noble, jun.	38
John Noble	48	William M'Kinnon	47
Charles Mundie	47	George Cruden	36

PORT OF FRASERBURGH—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From two miles Sea- ward to Harbour.	103	£. s. d. 26 18 2	234	£. s. d. 146 6 8	-	-	5	£. s. d. 6 12 -	-	-	37	£. s. d. 35 17 6	3	£. s. d. 1 11 -	54	£. s. d. 63 4 6	428	£. s. d. 289 11 10

(2.)—OUTWARDS.

From Harbour to two miles Seaward.	96	£. s. d. 34 10 2	318	£. s. d. 136 15 -	-	-	10	£. s. d. 13 12 6	3	£. s. d. 1 6 4	37	£. s. d. 41 5 -	1	£. s. d. 0 5 6	54	£. s. d. 58 16 -	433	£. s. d. 286 11 6
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	289 11 10	By amount paid in respect of pilots -	576 3 4
- { Outward pilotage	286 11 6	By amount paid for clerk -	16 -
To amount of fees received from appli- cants for renewals of pilots' licences (8)	- 16 -		
£.	576 19 4	£.	576 19 4

6 February 1901.

Andrew Tarras, Clerk.

PORT OF GLASGOW,

Pilotage is Compulsory. Limits of District.—See p. 179 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 95 of Parl. Paper, No. 268 of 1901.

PORT OF GLASGOW—continued.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Peter Arthur - - -	57	Alexander Howie - -	35	Alexander Bruce - - -	38
William Arthurs - - -	48	Archibald M. Jackson -	46	Joseph Duncan - - -	47
J. C. Bairnson - - -	32	James Lawson - - -	51	Alexander Erskine - - -	44
James Black - - -	53	Dugald McDonald - - -	48	Lacy T. Gaskill - - -	39
James T. Braddon - - -	60	Alexander McKelvie - -	52	Fred T. Kitt - - -	41
Robert Buchan - - -	52	William McKinlay - - -	54	William Love - - -	43
Daniel Cairney - - -	56	Alexander McLellan - -	27	Andrew McGregor - - -	37
John Cameron - - -	58	James Parker - - -	56	Daniel McMillan - - -	41
Malcolm Campbell - - -	44	James Patience - - -	61	Andrew Robertson - - -	33
William Clinton - - -	52	William Purves - - -	48	James Robertson - - -	40
William Fleck - - -	54	Alexander Reufrew - - -	47	James Scott - - -	37
Edward J. Gemmell - - -	49	John Williamson - - -	46	William O. Warden - - -	39
H. A. Gunson - - -	30	William Williamson - -	53	Duncan B. Wright - - -	36
William Hardie - - -	51	Alexander McMillan - -	67		

RATES of PILOTAGE.

See p. 97 of Parl. Paper, No. 268 of 1901.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.															
	COASTERS.				OVERSEA.				OVERSEA.																			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.																	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.														
	£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.									
From Greenock to Glasgow.	223	1,471	16	9	80	21	5	3	816	2,301	10	11	7	12	17	4	453	918	17	8	18	24	9	9	5,296	4,911	17	8

(2.)—OUTWARDS.

From Glasgow to Greenock -	2,194	£. s. d. 3,507 - 5	35	£. s. d. 91 18 11	1,014	£. s. d. 3,275 8 9	23	£. s. d. 43 8 8	728	£. s. d. 1,406 17 6	28	£. s. d. 43 13 11	4,002	£. s. d. 8,370 4 2
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ABSTRACT of ACCOUNTS for the Year ended 31st December 1901.

I.—RIVER PILOTAGE ACCOUNT.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
Amount of pilotage earned during the year - - - - -	13,282	1	10	Amount paid to pilots during the year - - - - -	11,953	17	8
				10 per cent. of pilotage earned transferred to pilotage fund - - -	1,328	4	2
	£. 13,282	1	10		£. 13,282	1	10

PORT OF GLASGOW—continued.

II.—PILOTAGE FUND.

1. GENERAL ACCOUNT.

<i>Dr.</i>	£. s. d.	£. s. d.	<i>Cr.</i>	£. s. d.	£. s. d.
To amount of the fund brought forward from last balance sheet	- - -	16,671 18 6	By salaries paid, viz. :—		
			Secretary - - - -	40 - -	
To amount transferred from pilotage account - 1,328 4 2			Treasurer - - - -	40 - -	
Less—Repaid W. O. Warden 50 - -	1,278 4 2		Pilot master, Glasgow -	235 - -	
To fees for licences to staff of river pilots - - - -	44 2 -		Pilot master, Greenock -	60 - -	
To fees received for pilotage certificates issued to masters and mates - - - -	355 19 -		Collector, Glasgow - -	30 - -	
To interest received on loans and deposits - - - -	491 15 10		Collector, Bowling and Renfrew - - - -	40 - -	
To entry money received from new pilots - - - -	30 - -		Collector, Paisley - -	5 - -	
To fines - - - -	7 13 7		Clerk, pilot office, Glasgow -	33 16 8	
		2,207 14 7	Auditor's fee - - - -	3 3 -	489 8
			By general charges, viz. :—		
			Rent, furnishing, printing, and stationery, &c., Glasgow office - - - -	55 9 1	
			Furnishing, &c., Greenock office - - - -	25 9 1	
			Receipt stamps - - - -	10 - -	
			Advertising - - - -	6 8 -	
			National Telephone Company - - - -	23 5 11	
			Safe for pilot master's room - - - -	19 11 -	139 3 1
			By allowances to—		
			Retired pilots - - - -	1,013 2 6	
			Widows and children - -	396 10 -	
			Pilots when on sick list - -	7 - -	1,416 12 6
			By amount of fund at 31st December 1901, carried to general balance - - - -		16,834 9 6
		£ 18,879 13 1		£ 18,879 13 1	

2. PILOT BOAT ACCOUNT.

<i>Dr.</i>	£. s. d.	£. s. d.	<i>Cr.</i>	£. s. d.
To contributions received from masters and mates - - -	230 14 6		By balance transferred to general balance -	645 4 -
Less—Expenses getting bye-law passed - - - -	76 10 6	154 4 -		
To deposits against contributions - - - -	- - -	491 - -		
	£.	645 - -		£. 645 4 -

III.—FEE FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount of fund brought forward from last balance sheet - - - -	1,988 19 9	By amount of fund at 31st December 1901, carried to general balance - - - -	2,124 8 -
To fees received during year - - - -	95 5 -		
To interest received during year - - - -	40 3 8		
	£. 2,124 8 -		£. 2,124 8 -

PORT OF GLASGOW—continued.

IV.—GENERAL BALANCE.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To pilotage fund :—		By investments and assets :—	
General account - - - - -	16,834 9 6	Pilotage fund :	
Pilot boat account - - - - -	615 4 -	Pilotage unpaid - - - - -	1,000 11 8
To fee fund - - - - -	2,124 8 -	Clothing on hand - - - - -	11 4 8
		Clyde Trustees, lodged on bond -	15,200 - -
		Cash in Clydesdale Bank on deposit receipt—	
		General account - - - - -	576 10 6
		Pilot boat account - - - - -	645 4 -
		On current account - - - - -	46 19 7
		Cash in treasurer's hands - - - -	- 3 1
		By fee fund :—	
		Clyde Trustees, lodged on bond - -	1,350 - -
		Cash in Clydesdale Bank :	
		On deposit receipt - - - - -	187 1 6
		On current account - - - - -	587 6 6
	£. 19,604 1 6		£. 19,604 1 6

20 March 1902.

T. R. Mackenzie, Secretary.

PORT OF GRANGEMOUTH.

Pilotage is Free. Limits of District.—See p. 156 of Parl. Paper, No. 212 of 1892.

BYE-LAWS and RATES of PILOTAGE.

See p. 156 of Parl. Paper, No. 212 of 1892.

NAMES of PILOTS.

NAMES.	Ages.	Service for which Licensed.
Alexander Aitken - - -	58	Docks, basins, locks, cuts, entrances, quays, and other works belonging to and authorised to be constructed by the Caledonian Railway Company at Grangemouth, together with the portion of the River Carron specified in the Caledonian Railway (Grangemouth Harbour) Act, 1876, and the banks thereof, and the portion of the River Forth opposite the junction of the River Carron therewith, and extending for a distance of half a mile westward, and two miles eastward, from such junction.
John Bell - - -	65	
William Boyd - - -	53	
W. S. Bruce - - -	43	
James Carnie Combe - -	57	
Thomas Combe - - -	49	
Andrew Dollar - - -	44	
Charles Donald - - -	34	
Alexander Donaldson - -	58	
Robert Hardie - - -	62	
Benjamin Blyth James -	63	
Thomas Jamieson - - -	54	
George M'Laren - - -	37	
John M'Luckie - - -	49	
Robert M'Luckie - - -	48	
William M'Nair - - -	48	
William Potts - - -	39	
Thomas Robertson - - -	60	

Note.—These pilots are partly under the control of the Trinity House, Leith.

PORT OF GRANGEMOUTH—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Sailing Vessels.		Steam Vessels.		Sailing Vessels.		Steam Vessels.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Within Limits . . .	2	2 5 -	683	552 5 6	11	102 9 6	832	780 10 9	1,511	1,387 10 9
Outside Limits . . .	-	- - -	†142	83 1 6	†1	- 10 -	†332	235 18 -	†475	319 9 6
TOTAL - . .	2	2 5 -	825	635 7 -	95	102 19 6	1164	966 8 9	2,086	1,707 - 3

(2.)—OUTWARDS.

Within Limits - - -	1	2 12 -	702	572 19 6	95	109 14 2	821	715 1 11	1,623	1,400 6 11
Outside Limits - - -	-	- - -	†161	101 9 9	†1	- 10 -	†484	385 6 9	†646	487 6 6
TOTAL - - -	1	2 12 -	863	674 9 3	96	110 4 2	1305	1,100 8 -	2,269	1,887 12 5

N.B.—The figures shown thus † are included in those immediately above.

Note.—Pilots licensed by other pilotage authorities, and who have piloted vessels outside and up to these Limits, do not make their returns to this company.

In no case is there more than one pilot employed within the Limits for same vessel.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	1 14 6	By amount paid in respect of pilots -	3,594 13 8
To gross amount { Inward pilotage -	1,707 - 3	By amount paid for stationery -	1 7 4
received for { Outward pilotage -	1,887 13 5	By balance carried to next account -	1 17 8
To amount of fees received from applicants for pilots' licences (2) -	- 5 -		
To amount of fees received from applicants for renewals of pilots' licences (17) -	1 5 6		
£.	3,597 18 8	£.	3,597 18 8

Note.—The charges for pilotage are collected by the pilots direct from the master or shipowner, and the pilots retain these amounts.

24 January 1902.

J. Blackburn, Secretary.

PORT OF GREENOCK.

Pilotage is Free. Limits of District.—See p. 184 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 184 of Parl. Paper, No. 154 of 1889.

PORT OF GREENOCK—continued.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Peter Currie - - -	61	Malcolm M'Allister - - -	51	Robert Mann - - -	60
James Gordon - - -	48	Thomas M'Gibbon - - -	41	Archibald G. Walker - - -	49
Alexander L. Kerr - - -	49	John M'Millan - - -	31		

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From any place between the Cloch Lights and Dunoon Pier to Greenock or Port Glasgow.	57	138 14 4	53	101 13 6	33	57 13 4	39	73 - 3	182	366 1 5

(2.)—OUTWARDS.

From Greenock or Port Glasgow to Cumbrae.	78	385 2 5	■	24 2 8	21	73 10 -	1	6 - -	102	488 15 1
From Greenock or Port Glasgow to a line drawn between the Cloch Lights and Dunoon Pier, or to any intermediate place.	33	94 - 8	■	108 9 1	32	48 6 9	16	33 18 8	121	279 15 2
TOTAL - - -	111	479 3 1	50	127 11 9	43	121 16 9	19	39 18 8	223	768 10 3

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { Inward pilotage -	366 1 5	By amount paid in respect of pilots -	1,134 11 8
received for { Outward pilotage -	768 10 3	By amount paid for secretary - -	2 - -
To amount of fees received from appli- cants for renewals of pilots' licences (8)	2 - -		
£. 1,136 11 8		£. 1,136 11 8	

4 February 1902.

Thomas Wilson, Clerk.

PORT OF INVERNESS.

Pilotage is Free. Limits of District.—See p. 188 of Parl. Paper, No. 154 of 1889.

B Y E - L A W S, &c.

See p. 75 of Parl. Paper, No. 181 of 1890.

N A M E S of P I L O T S.

On board pilot cutter "Vanguard" :—

Alexander Paterson, sen.
John Paterson.
Roderick Paterson.

Donald Paterson.
Alexander Paterson, jun.
Robert Paterson.

On board pilot cutter "Surprise" :—

John Paterson.
James Paterson.
John Paterson.

William Paterson.
Evan Paterson.

R A T E S of P I L O T A G E.

See p. 76 of Parl. Paper, No. 181 of 1890.

A M O U N T received for P I L O T A G E of V E S S E L S in 1901.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
Within Limits - - - - -	-	152 16 -	-	36 4 -	-	189 - -

(2.)—O U T W A R D S.

Within Limits -	-	152 16 -	-	36 4 -	-	189 - -
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A C C O U N T of all M O N E Y S received and expended in respect of the P I L O T A G E F U N D.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	189 - -	By amount paid in respect of pilots -	378 - -
{ Outward pilotage -	189 - -		
£.	378 - -	£.	378 - -

21 March 1902.

Kenneth MacDonald, Clerk.

PORT OF IRVINE.

Pilotage is Compulsory. Limits of District.—See p. 185 of Parl. Paper, No. 154 of 1889.

B Y E - L A W S, &c.

See p. 185 of Parl. Paper, No. 154 of 1889.

PORT OF IRVINE—continued.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Duncan MacCallum - - -	70	James Jaffrey - - -	55
William Waddell - - -	37	Alexander McMurtrie - - -	56
John McDougall - - -	35	John Murray - - -	54
William McMurtrie - - -	47		

RATES of PILOTAGE.

See p. 185 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour	906	£. s. d. 215 15 5	11	£. s. d. 5 14 3	5	£. s. d. 8 2 11	10	£. s. d. 7 9 10	924	£. s. d. 232 2 5

(2.)—OUTWARDS.

From Harbour to Sea - -	892	209 4 6½	17	13 5 1½	7	5 16 8	8	4 16 1	924	232 2 5
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	232 2 5	By balance brought from last account	241 7 7½
{ Outward pilotage -	232 2 5	By amount paid in respect of pilots -	402 11 11
To balance against pilotage - -	259 14 8½	By amount paid in respect of pilot boats - - - - -	80 - - -
	£. 723 19 6½		£. 723 19 6½

24 January 1902.

James Dickie, Secretary

PORT OF KIRKCALDY.

Pilotage is Free. Limits of District.—See p. 155 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 155 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
John Lawson - - -	70	William Page - - -	65	John Clark - - -	44

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roads to Harbour	40	25 5 8	5	8 15 -	2	1 7 -	-	- - -	26	16 4 6	12	8 9 6	6	3 17 6	4	3 5 -	36	32 4 -

(2).—OUTWARDS.

From Harbour to Roads	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for inward pilotage - - - - -	62 4 -	By amount paid in respect of pilots -	62 4 -

18 January 1902.

William Millie Dow, Clerk.

TRINITY HOUSE OF LEITH.

Pilotage is Free. Limits of District.—See p. 174 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 174 of Parl. Paper, No. 154 of 1889; p. 89 of Parl. Paper, No. 263 of 1893; and p. 93 of Parl. Paper, No. 160 of 1894.

NAMES of PILOTS.

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
Allan, James - - - -	68	Inchkeith to Alloa.
Anderson, Charles - - -	55	Inchkeith to Carron Roads.
Aitken, Alexander - - -	58	Inchkeith to Alloa.
Beaton, Alexander - - -	64	Fifeness and Redhead to Alloa.
Beaton, James, sen. - - -	56	- - ditto - - ditto.
Beaton, James, jun. - - -	44	Inchkeith to Alloa.
Bryce, Alexander - - - -	53	- - ditto.
Brown, John - - - - -	58	Fifeness and St. Abb's Head to Alloa.
Blair, Archibald - - - -	45	- - ditto - - ditto.
Bruce, Archibald - - - -	66	Leith Roads to Alloa.
Brown, James - - - - -	58	Point of Ayre, Cape Wrath, Duncansby Head to St. Abb's Head.
Boyd, William - - - - -	52	Inchkeith to Alloa.
Bruce, William S. - - - -	42	- - ditto.
Carnie (Main), James - - -	51	Fifeness and St. Abb's Head to Alloa.
Carnie, Ebenezer - - - -	48	- - ditto - - ditto.
Carnie (Combe), James - - -	59	Redhead and St. Abb's Head to Alloa.
Combe (Nicol), Thomas - - -	49	- - ditto - - ditto.
Cairns, Robert - - - - -	67	Kinghorn to Buckhaven.
Chatting, William Cade - - -	47	Carron Roads to Point of Ayre and Orfordness.
Carnie (Combe), Thomas - - -	33	Carron Roads to St. Abb's Head and North Carr.
Carnie (Finlay), Thomas - - -	37	- - ditto - - ditto.
Combe, Charles - - - - -	36	Alloa to Fifeness and Redhead to Orfordness.
Combe, James - - - - -	28	Alloa to Fifeness and St. Abb's Head.
Colley, John A. - - - - -	39	Carron Roads to Orfordness and Cape Wrath.
Combe, David - - - - -	26	Carron Roads to Fifeness and St. Abb's Head.
Copeman, Thomas - - - - -	32	Alloa to Fifeness and St. Abb's Head.
Dryburgh, Thomas - - - - -	56	Redhead and St. Abb's Head to Alloa.
Dryburgh, James - - - - -	41	Fifeness and St. Abb's Head to Alloa.
Dryburgh, David - - - - -	37	Fifeness and St. Abb's Head to Alloa, and Redhead to Orfordness.
Donaldson, Alexander - - - -	58	Inchkeith to Alloa.
Dick, Robert - - - - -	52	Fifeness and St. Abb's Head to Alloa.
Donald, Charles - - - - -	34	Inchkeith to Alloa.
Dollar, Andrew - - - - -	44	- - ditto.
Edward, David - - - - -	53	Inchkeith to Alloa.

TRINITY HOUSE OF LEITH—continued.

NAMES OF PILOTS—continued.

NAMES OF PILOTS.	Age on last Birthday.	Service for which Licensed or Authorised to act.
Flucker, John - - - -	48	Fifeness and St. Abb's Head to Alloa.
Fotheringham, Joseph - - -	66	Inchkeith to Alloa.
Fotheringham, George - - -	53	Fifeness and St. Abb's Head to Alloa.
Finnis, Samuel - - - -	43	Roadstead and Harbour of West Wemyss.
Forbes, Stewart - - - -	47	Dundee to Perth.
Gilmour, Andrew - - - -	51	Inchkeith to Carron Roads.
Gilmour, John - - - -	50	Inchkeith to St. David's.
Grubb, John - - - -	38	Fifeness and St. Abb's Head to St. Margaret's Hope.
Gordon, James - - - -	49	Point of Ayre, Minch, Cape Wrath, Duncansby Head to St. Abb's Head.
Gilmour, Andrew, jun. - - -	27	Inchkeith to Alloa.
Gray, John - - - -	34	- - ditto.
Gibb, John - - - -	39	- - ditto.
Gilbert, Edward R. - - - -	50	- - ditto.
Hume, Robert - - - -	55	Redhead and St. Abb's Head to Alloa.
Hume, Thomas - - - -	46	Alloa to Redhead and the Tyne.
Hamilton, Robert - - - -	49	Inchkeith to Alloa.
Hardie, Robert - - - -	62	- - ditto.
Hay, George - - - -	50	Dundee to Newbury and Perth.
Hutton, James - - - -	33	Inchkeith to Alloa.
Harrower, John - - - -	29	- - ditto.
Irvine, James - - - -	71	Duncansby Head, Cape Wrath, and Orkney and Shetland Isles.
Jamieson, Thomas - - - -	53	Leith Roads to Alloa.
James, Benjamin B. - - - -	63	Alloa to St. Abb's Head and Orfordness.
Jackson, Archibald M. - - -	46	Point of Ayre, Minch, Pentland Firth to St. Abb's Head.
Lyle (Wilson), Robert - - -	49	Redhead and St. Abb's Head to Alloa.
Liston, William - - - -	51	Fifeness and St. Abb's Head to Alloa.
Liston, John - - - -	49	Redhead and St. Abb's Head to Alloa.
Logan, William - - - -	31	- - ditto - - ditto.
Masterton, William - - - -	60	Fifeness and St. Abb's Head to Alloa.
Mearns, William - - - -	58	Buoy of Tay to Duncansby Head and Orfordness.
Munro, Francis W. - - - -	59	Tarbertness to Bonarbridge.
Murray, William - - - -	43	Fifeness and St. Abb's Head to Alloa.
Main, William, jun. - - - -	38	Fifeness and St. Abb's Head to Carron Roads.
Moodie, Alexander - - - -	44	Crail, Bass Rock to Alloa.
Main, James McC. - - - -	44	Leith Roads to Cape Wrath and Orfordness.
McNair, William - - - -	46	Leith Roads to Alloa.
McLuckie, Robert - - - -	48	Inchkeith to Alloa.
McLuckie, John - - - -	50	-Fifeness and St. Abb's Head to Alloa.
McMillan, John - - - -	32	Point of Ayre, Rathlin, Mull of Cantyre to Cumbræes.
McLaren, George - - - -	38	Fifeness and St. Abb's Head to Carron Roads.
McMillan, Daniel - - - -	42	Point of Ayre, Minches, Pentland Firth to St. Abb's Head.

TRINITY HOUSE OF LEITH—*continued.*NAMES OF PILOTS—*continued.*

NAMES OF PILOTS.	Ages on last Birthday.	Service for which Licensed or Authorised to act.
Neils, Edward - - - -	61	Fifeness and St. Abb's Head to Carron Roads.
Noble, Robert - - - -	57	Alloa to Aberdeen and Hartlepool.
Noble, William - - - -	40	Redhead and St. Abb's Head to Alloa.
Noble, David - - - -	37	Fifeness and St. Abb's Head to Carron Roads.
Proudfoot, David - - - -	66	Redhead and St. Abb's Head to Alloa.
Paterson, Thomas - - - -	61	- - ditto - - ditto.
Paterson (Flucker), William - - - -	46	- - ditto - - ditto.
Paterson, Robert, jun. - - - -	47	Fifeness and St. Abb's Head to Alloa.
Paterson (Combe), Robert - - - -	40	Redhead and St. Abb's Head to Alloa.
Paterson (Murray), William - - - -	41	Fifeness and St. Abb's Head to Alloa.
Pendrick, John - - - -	57	Inchkeith to Carron Roads.
Paterson, George - - - -	49	Redhead and St. Abb's Head to Alloa.
Potts, William - - - -	39	Inchkeith to Alloa.
Purves, William - - - -	48	Point of Ayre, Minch, Cape Wrath, Duncansby Head to Hartlepool.
Proudfoot, David, jun. - - - -	36	Alloa to Buchanness and Flamboro' Head.
Philip, John - - - -	47	Fifeness and St. Abb's Head to Carron Roads.
Rutherford, Adam - - - -	42	Fifeness and St. Abb's Head to Alloa.
Robertson, Thomas - - - -	62	Alloa to Cape Wrath and Orfordness.
Stewart, Robert - - - -	65	Fifeness and St. Abb's Head to Alloa.
Smith, John - - - -	47	Fifeness and St. Abb's Head to Carron Roads.
Sturrock, Charles - - - -	73	Dundee to Perth.
Sneddon, William - - - -	45	Inchkeith to Alloa.
Starkey, John - - - -	32	- - ditto.
Stuart, Edward J. - - - -	42	Fifeness and St. Abb's Head to Forth Bridge.
Symon, William - - - -	60	Alloa to Cape Wrath and Orfordness.
Sugden, James T. - - - -	27	Fifeness and St. Abb's Head to Carron Roads.
Thomson, William - - - -	65	Harbour and Roadstead of Morrisonshaven.
Thomson, Peter - - - -	48	Inchkeith to Alloa.
Thomson, Robert W. - - - -	43	Kincardine to Fifeness and Orfordness.
Todd, John - - - -	50	Dundee to Perth, and Buoy of Tay to Montrose and Fifeness.
Tait, Albert G. - - - -	31	Fifeness and St. Abb's Head to Alloa.
Thomson, John - - - -	39	- - ditto - - ditto.
White, James - - - -	48	Fifeness and St. Abb's Head to Alloa.
Wilson (Young), John - - - -	68	Redhead and St. Abb's Head to Grangemouth.
Wilson (Linton), Thomas - - - -	68	Redhead and St. Abb's Head to Alloa.
Wilson (Johnston), John - - - -	50	Redhead and St. Abb's Head to Grangemouth.
Wilson (Ramsay), Robert - - - -	52	Redhead and St. Abb's Head to Alloa.
Wilson, Andrew - - - -	45	Redhead and St. Abb's Head to Carron Roads.
Wilson, George - - - -	51	Inchkeith to Alloa.
White, William - - - -	50	St. Abb's Head and Fifeness to Alloa.
Wyles, Thomas - - - -	52	St. Abb's Head and Fifeness to Carron Roads.
Walker, Archibald E. - - - -	51	Point of Ayre, Minch, Pentland Firth to St. Abb's Head.
Wales, Downie - - - -	41	Fifeness and St. Abb's Head to Alloa.
Webster, William - - - -	42	Harbour of Ardrossan.
Woodburn, Alexander B. - - - -	48	Alloa to Fifeness and Orfordness.

TRINITY HOUSE OF LEITH—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES. for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.			
	OVERSEA.				OVERSEA.			
	Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Alloa, Clackmannan, &c.	1	1 5 -	18	25 15 3	7	13 10 -	50	117 10 -
Bo'ness Roads	-	-	17	42 13 6	2	3 13 3	85	151 14 -
Burntisland Roads	-	-	1	1 16 9	-	-	16	31 1 -
Charlestown and Limekilns	-	-	24	14 19 7	3	3 15 10	11	42 13 3
Carron Roads	-	-	115	162 2 6	8	9 6 6	323	638 11 9
Dysart	9	4 2 6	7	3 8 6	11	4 17 -	104	46 3 6
Granton	-	-	26	63 9 1	1	6 2 -	73	120 12 -
Greenock and Cumbræes	-	-	2	30 - -	-	-	-	-
Leith Roads	5	23 2 -	45	142 1 8	9	18 10 8	148	267 3 6
Lerwick	-	-	1	2 - -	-	-	1	7 - -
Methil Roads	-	-	-	-	-	-	7	27 16 6
Perth and Newburgh	1	1 - -	56	41 6 6	18	19 5 -	1	- 11 -
Prestonpans and Morrisone-haven.	-	-	74	30 11 -	-	-	73	29 11 6
St. David's and Inverkeithing	-	-	5	2 11 6	2	- 16 6	32	16 - 6
West Wemyss	-	-	13	5 8 1	-	-	247	101 13 5
TOTAL	18	29 9 6	404	567 8 11	61	84 16 9	1,260	1,598 1 11

(2.)—OUTWARDS.

Alloa, Clackmannan, &c.	-	-	28	41 12 6	3	3 - -	83	163 3 3
Bo'ness Roads	-	-	57	82 8 6	-	-	163	193 17 -
Burntisland Roads	-	-	-	-	-	-	3	3 18 9
Charlestown and Limekilns	-	-	23	10 10 2	2	1 2 11	88	43 7 -
Carron Roads	1	3 1 -	107	163 17 -	16	26 6 -	273	531 18 3
Dysart	9	4 2 6	7	3 8 6	11	4 17 -	104	46 3 6
Granton	-	-	21	45 15 4	-	-	60	36 6 1
Greenock and Cumbræes	-	-	14	161 4 9	-	-	6	44 8 10
Leith Roads	1	5 5 -	25	63 6 6	1	2 18 6	109	165 3 11
Lerwick	-	-	1	2 - -	-	-	8	7 - -
Methil Roads	-	-	-	-	-	-	-	-
Perth and Newburgh	-	-	56	41 17 6	8	7 1 -	2	2 11 -
Prestonpans and Morrisone-haven.	-	-	74	30 11 -	-	-	78	27 9 6
St. David's and Inverkeithing	-	-	4	2 8 6	-	-	31	18 18 -
West Wemyss	-	-	13	5 8 1	-	-	247	101 13 5
TOTAL	11	12 8 6	430	654 7 4	41	45 - 5	1,255	1,430 13 8

.. TRINITY HOUSE OF LEITH—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	<i>£. s. d.</i>	<i>Cr.</i>	<i>£. s. d.</i>
To gross amount { Inward pilotage -	2,279 12 1	By adverse balance on last account -	329 14 -
received for { Outward pilotage -	2,142 9 9	By amount paid in respect of pilots -	4,422 1 10
To amount of fees received from applicants for pilots' licences -	128 2 -	By amount paid for salaries, offices, &c., estimated at -	150 - -
To balance due -	351 12 -		
<i>£.</i>	4,901 15 10	<i>£.</i>	4,901 15 10

30 June 1902.

George Rose, Master.

HARBOUR AND DOCKS OF LEITH.

Pilotage is Free. Limits of District.—See p. 156 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 156 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Ebenezer Cairnie - -	48	John Liston - - -	49	David Robertson - -	57
James Cairnie (Main) -	50	William Liston - -	50	James Mowat Robertson -	53
John Cairnie - - -	79	James Braid Lyle - -	60	Adam Rutherford - - -	■
Thomas Cairnie - - -	37	Robert Lyle - - -	45	William Symon - - -	60
Charles Combe - - -	36	William Main - - -	33	Robert Williamson Thomson	41
William Dawson - - -	50	William Murray - - -	43	James White - - -	48
Thomas Dryburgh - - -	56	Edward Neils - - -	61	Andrew Wilson - - -	80
David Dryburgh - - -	37	David Noble - - -	38	John Wilson - - -	69
James Dryburgh - - -	41	Robert Noble - - -	51	Robert Wilson - - -	52
John Flucker - - -	47	William Noble - - -	45	Thomas Wilson (Linton) -	69
Robert Hume - - -	54	Robert Paterson - -	48	William White - - -	50
Thomas Hume - - -	40	Thomas Paterson - -	62	Alexander D. Woodburn -	46
Philip Jarvie - - -	80	William Paterson, No. 1 -	77		
William Liddell - - -	78	William Paterson, No. 2 -	41		
William Logan - - -	30	David Proudfoot - -	65		

HARBOUR AND DOCKS OF LEITH—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From and to any point required within the limits of the Port as extended for Pilot- age purposes by Article VIII. of the By-laws and Regu- lations	28	56 18 6	4	4 7 1	124	339 18 11	8	21 3 4	27	27 14 4	18	12 19 1	248	346 3 6	81	91 18 9	500	923 - 3

(2.)—OUTWARDS.

Pilotage not compulsory. No record of outward pilotage; the inward pilotage only being payable to this authority for behoof of the pilots, in accordance with the regulations, copies of which accompanied previous returns. But the amount of outward pilotage for the year, according to returns made by the pilots, at the request of the authority, for the purposes of this return, is about 542*l.* 0*s.* 5*d.*

The pilotage outwards is payable directly to the pilots. The amount received by the pilots is not known to the authority, otherwise than as instructed by the returns made by the pilots, as mentioned above; and there are no materials for making any further return of the particulars required by the schedule.

Note.—Pilotage is not compulsory, either inwards or outwards, within the pilotage district of the Port or Harbour of Leith.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	923 - 6	By amount received by pilots for outward pilotage -	542 - 5
{ Outward pilotage -	542 - 5	By amount paid to pilots for inward pilotage -	853 15 11
To amount of fees received from applicants for pilots' licences -	1 1 -	By amount paid to widows' fund -	57 18 9
		By amount applied to expense of collection -	11 10 9
		By amount applied to cover expense connected with licences -	1 1 -
£.	1,466 1 10	£.	1,466 1 10

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots -	57 18 9	By amount paid to pilots' fund -	57 18 9

Note.—The pilots' fund is not administered by, or in any way under the control of, this pilotage authority.

20 February 1902.

Victor A. Noel Paton, Clerk.

PORT OF LEVEN AND METHIL.

Pilotage is Free. Limits of District.—See p. 159 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 93 of Parl. Paper, No. 251 of 1891.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Joseph Anderson - -	31	*Alexander Moodie - -	42	*David Proudfoot - -	37
*Thomas Farnie - -	33	*George Patterson - -	49	*John Thomson - -	40
*John Flucker - -	48	*Robert Patterson - -	49	*Andrew Wilson - -	44
*William Main - -	33	*William Patterson - -	47	*John Wilson - -	51

* These pilots are partly under the control of the Trinity House of Leith.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.																			
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.																							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.																					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.																				
		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.																
From Roads to Dock	360	263	5	0	37	19	16	6	131	148	10	6	4	1	7	6	248	237	14	-	37	16	8	6	484	469	9	-	143	74	7	6	1863	1,227	19	-

(2.)—OUTWARDS.

From Dock to Roads -	127	88 3 -	7	2 16 -	284	304 18 6	3	1 8 6	13	11 1 -	6	2 18 6	888	682 17 6	184	70 16 -	(1380)	1,184 17 -
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for -		By amount paid in respect of pilots -	2,292 3 3
Inward pilotage -	1,227 19 -	By amount paid to North British Railway Company as commission on collection of pilotage -	120 12 9
Outward pilotage -	1,184 17 -	By amount paid to North British Railway Company for renewals of pilots' licences -	3 - -
To amount of fees received from applicants for renewals of pilots' licences (12) - - - -	3 - -		
£.	2,415 16 -	£.	2,415 16 -

16 May 1902.

W. F. Jackson, General Manager,
North British Railway.

PORT OF LOSSIEMOUTH.

Pilotage is Compulsory. Limits of District.—See p. 161 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE.

See p. 161 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.
William Stewart Cowie - - -	47	William Stewart - - - -	39

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	79	44 2 3	-	- - -	-	- - -	8	11 3 3	87	55 5 6

(2.)—OUTWARDS

From Harbour to Sea - -	79	44 2 3	-	- - -	-	- - -	8	11 3 3	87	55 5 6
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.			Cr.		
To gross amount	Inward pilotage -	£. s. d. 55 5 6	By amount paid in respect of pilots		£. s. d. 110 11 -
received for	Outward pilotage	55 5 6			
	£.	110 11 -		£.	110 11 -

22 January 1902.

James Allan, Secretary.

PORT OF MONTROSE.

Pilotage is Free. Limits of District.—See p. 90 of Parl. Paper, No. 181 of 1890.

BYE-LAWS, &c.

See p. 90 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Coull - - -	59	David Clark - - -	72	Daniel Brandt - - -	67
David Coull - - -	71	George West - - -	45	Alexander Stephens - -	49
John Pert - - -	60	Daniel West - - -	44		

PORT OF MONTROSE—continued.

RATES of PILOTAGE.

See p. 165 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

INWARDS and OUTWARDS.

	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
The charge in the table of rates is not regulated by distance, but according to tonnage - - -	128	168 3 6	29	86 - -	152	254 3 6

Note.—No pilot employed by coaster outwards during the year. Vessels from foreign ports are charged a combined pilotage fee for inwards and outwards.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To balance brought from last account -	218 10 3	By amount paid in respect of pilots -	254 3 6
To gross amount received for inward and outward pilotage - - -	254 3 6	By balance carried to next account -	231 5 3
To amount of pilotage commission at 5 per cent. for year to 31st December 1901 - - - - -	12 15 -		
£.	485 8 9	£.	485 8 9

23 January 1902.

Wm. Ross, Clerk.

PORT OF NAIRN.

Pilotage is Free. Limits of District.—See p. 187 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 113 of Parl. Paper, No. 265 of 1900.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Daniel Main Dye - -	65	George Ralph - -	67	John Mackintosh Jack -	63

RATES of PILOTAGE.

See p. 113 of Parl. Paper, No. 265 of 1900.

PORT OF NAIRN—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.
(1.)—I N W A R D S.

D I S T A N C E S for which P I L O T E D.	B R I T I S H V E S S E L S.		F O R E I G N V E S S E L S.				T O T A L S.	
	C O A S T E R S.		C O A S T E R S.		O V E R S E A.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Bay to Harbour - -	51	25 10 -	-	- -	2	3 - -	53	28 10 -

(2.)—O U T W A R D S.

From Harbour to Bay - -	51	25 10 -	-	- - -	2	3 - -	53	28 10 -
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	28 10 -	By amount paid in respect of pilots -	57 - -
{ Outward pilotage -	28 10 -		
£.	57 - -	£.	57 - -

28 February 1902.

Wm. Laing, Clerk.

PORT OF PETERHEAD.

Pilotage is Compulsory. Limits of District.—See p. 162 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.
See p. 162 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Slessor - -	65	John McLean - -	54	James Falconer - -	40
Robert Taylor, sen. - -	69	James Strachan - -	57	Peter Geddes - -	61
Alexander Geddes - -	49	Robert Slessor, jun. - -	49	James Winton - -	61
James Reid - -	45	Robert Strachan, sen. - -	62	Colin McLean - -	39
Robert Taylor, jun. - -	46	John May - -	52	Robert Strachan, jun. - -	55
George Strachan - -	49	George Ritchie - -	45	William Taylor - -	37
Alexander Strachan - -	38	George Geddes - -	42	Benjamin Buchan - -	66
James Geddes - -	45				

PORT OF PETERHEAD—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.											
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.		£.	s.	d.		£.	s.	d.								
From Harbour to Sea - -	283	129	8	1	8	8	17	6	26	21	15	1	53	60	1	11	370	220	2	7

(2.)—OUTWARDS.

From Sea to Harbour - -	283	129 8 1	8	8 17 6	26	21 15 1	53	60 1 11	370	220 2 7
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount Inward pilotage -	220 2 7	By amount paid in respect of pilots -	405 19 2
received for - Outward pilotage -	220 2 7		
To amount of fees received from appli-		By amount paid for captain pilot, &c. -	120 - -
cants for renewals of pilots' licences			
(22) - - - - -	1 11 6	By amount paid for clerk - - -	3 1 6
To amount of fees received from appli-			
cants for masters and mates' certifi-			
cates (1) - - - - -	- 10 -		
To amount of fees received from appli-			
cants for renewals of masters and			
mates' certificates (2) - - -	1 - -		
To amount provided from the revenue			
derived by the Trustees of the Har-			
bour of Peterhead - - - -	85 14 -		
£.	529 - 8	£.	529 - 8

6 February 1902.

P. A. Irvine, Clerk.

PORT OF ROSEHEARTY.

Pilotage is Compulsory. Limits of District.—Undefined.

BYE-LAWS and REGULATIONS.

Nil.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.
William Buchan - - - -	48	Alexander Ritchie - - -	54

PORT OF ROSEHEARTY—*continued.*

RATES of PILOTAGE.

3d. per ton register. No other charge.

AMOUNT received for PILOTAGE of VESSELS in 1901.

INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				TOTALS.	
	COASTERS.					
	Not Towed by Steam.		Towed by Steam.		No.	Amount.
	No.	Amount.	No.	Amount.		
From Offing into Harbour and <i>vice versa</i>	2	£. s. d. 1 3 -	5	£. s. d. 3 3 -	7	£. s. d. 4 6 -

Note.—There is a uniform charge of 3d. per ton register, which includes both inward and outward pilotage.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To gross amount received for inward and outward pilotage - - -	4 6 -	By amount paid in respect of pilots -	4 6 -

20 January 1902.

Samuel Bruce, Secretary.

PORT OF SANDHAVEN.

Pilotage is Compulsory. Limits of District.—See p. 166 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 166 of Parl. Paper, No. 154 of 1889.

NAME of PILOT.

James Sim - - - - - aged 79.

PORT OF SANDHAVEN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1901.

INWARDS and OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.	
	COASTERS.	
	Not Towed by Steam.	
	No.	Amount.
		£. s. d.
Into and out of Harbour	2	1 12 6

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for inward and outward pilotage	1 12 6	By amount paid in respect of pilot -	1 12 6

1 April 1902.

John Scott, Clerk.

PORT OF STONEHAVEN.

Pilotage is partly Free, partly Compulsory. Limits of District.—See p. 168 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 168 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
John Duncan (Captain)	79	James Pirie	50
George Adams	83	Andrew Brown	57
Alexander Tarvet	70	James Carnegie	61

PORT OF STONEHAVEN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.				TOTALS.	
	COASTERS.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	84	24 9 -	3	1 10 -	-	- - - -	87	25 19 -

(2.)—O U T W A R D S.

From Harbour to Sea	84	22 8 -	-	- - -	3	1 10 -	87	23 18 -
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage -	25 19 -	By amount paid in respect of pilots -		49 17 -
	Outward pilotage -	23 18 -			
	£.	49 17 -		£.	49 17 -

13 February 1902.

D. Carr, Clerk.

P O R T O F W I C K.

Pilotage is Compulsory. Limits of District.—See Regulation 27.

B Y E - L A W S , R E G U L A T I O N S , &c.

See p. 102 of Parl. Paper, No. 263 of 1893.

N A M E S o f P I L O T S.

NAMES.	Ages.	NAMES.	Ages.
David Williamson - - -	54	Charles Thompson - - -	43
Alexander Mackay - - -	48	John McKay - - -	40
James Simpson - - -	50	George Brenner - - -	37

PORT OF WICK—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Bay to Harbour - -	126*	127 17 10	3	9 13 6	29	41 19 11	40	54 17 3	198*	234 8 6

(2.)—OUTWARDS.

From Harbour to Bay - -	126*	127 17 10	3	9 13 6	29	41 19 10	40	52 5 9	198*	231 16 11
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* These figures are exclusive of Aberdeen steamers.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.		£. s. d.
To gross amount received for	Inward pilotage -	234 8 6	By amount paid in respect of pilots -		466 5 6
	Outward pilotage -	231 16 11			
		£. 466 5 5			£. 466 5 6

28 February 1902.

David Grogan, Secretary.

IRELAND.

PORT OF BALLINA.

Pilotage is Compulsory. Limits of District.—See p. 191 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

Nil.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Patrick M'Keown - -	33	James Walsh, sen. - -	75	Harry Herregan - -	75
Peter M'Keown - -	30	James Walsh, jun. - -	55	Patrick M'Nulty - -	43
Michael Reynolds - -	45	Patrick Walsh - -	65	Martin F. Loughney - -	55

RATES of PILOTAGE.

See p. 191 of Parl. Paper, No. 154 of 1889.

AMOUNT received, for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				TOTALS.	
	COASTERS.					
	Not Towed by Steam.		Towed by Steam.		No.	Amount.
	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.
From Bar to Quay - - - - -	97	109 18 -	-	- - -	97	109 18 -

(2.)—OUTWARDS.

From Quay to Bar - - - - -	97	94 - -	-	-	97	94 - -
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { Inward pilotage -	109 18 -	By amount paid in respect of pilots -	203 18 -
received for { Outward pilotage	94 - -		
£.	203 18 -	£.	203 18 -

10 February 1902.

R. W. Joynt, Secretary.

PORT OF BALLYSHANNON.

Pilotage is Free. Limits of District.—See p. 104 of Parl. Paper, No. 251 of 1891.

BYE-LAWS and RATES of PILOTAGE.

See p. 96 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

NAMES.	Ages.	NAME.	Age.
John M'Carthy - - - -	55	William Ward - - - -	47
John Morrow - - - -	51		

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

D I S T A N C E S for which P I L O T E D.	BRITISH VESSELS.		FOREIGN VESSELS.		T O T A L S.	
	COASTERS.		COASTERS.			
	Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From outside Bar to Quays - - - - -	18	22 17 4	7	- - -	18	22 17 4

(2.)—OUTWARDS.

From Quays to outside Bar - - - -	18	14 4 -	- - - -	18	14 4 -
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for Inward pilotage -	22 17 4	By balance due by Pilotage Authority brought from last account - -	4 6 6
To amount of fees received from applicants for pilots' licences (3) -	14 4 -	By amount paid, in respect of pilots -	37 1 4
To balance due by Pilotage Authority carried to next account - - -	1 10 -		
	2 16 6		
£.	41 7 10	£.	41 7 10

2 May 1902.

Edward Lynch, Secretary.

PORT OF BELFAST.

Pilotage is Compulsory. Limits of District.—See p. 192 of Parl. Paper, No. 154 of 1889.

B Y E - L A W S, &c.

See p. 192 of Parl. Paper, No. 154 of 1889 ; p. 107 of Parl. Paper, No. 160 of 1894 ; p. 123 of Parl. Paper, No. 290 of 1897 ; and p. 122 of Parl. Paper, No. 265 of 1900.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Hugh Hutchinson - -	60	Patrick M'Allister - -	42	David Johnston † - -	30
Robert G. Benson - -	46	Daniel Benson - -	36	James Elliott † - -	28
James Shaw - -	47	William H. M. Wilson - -	35	Thomas Jack † - -	39
William J. Simms - -	45	John O'Connor - -	40	Samuel Caghey † - -	22
James H. Kennedy - -	58	John Gillespie - -	37	Hugh McMullen † - -	19
James Stewart - -	43	David Smyth - -	29	Patrick Thompson † - -	19
John Simpson - -	41	Patrick Benson * - -	70	James Johnston † - -	53
Samuel Ferris - -	46	William Braniff * - -	44		
Alexander M'Allister - -	45	Thomas McAlpin † - -	37		

* Pilot masters.

† Mates.

‡ Boatmen.

\$ Cook.

RATES of PILOTAGE.

See p. 194 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—I N W A R D S.

BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
133	62 3 2	1,496	706 19 7	2	2 9 9	370	848 18 7	1	15 6	8	12 11 9	3	8 15 -	42	100 13 7	1,981	1,753 5 11

(2.)—O U T W A R D S.

19	16 3 1	331	648 9 3	-	- -	64	136 - 9	2	5 13 2	21	37 - 7	3	9 6 9	20	32 14 6	451	885 8 2
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Note.—6,489 steamers arrived and departed during the year without pilots, the masters or mates of same holding certificates, for which the total sum of £241. was received.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for—		By balance brought from last account—	2,032 13 3
Inward pilotage -	1,753 5 11	By amount paid in respect of pilots -	1,997 17 10
Outward pilotage -	885 8 2	By amount paid in respect of pilot boats -	1,180 6 7
To amount of fees received from applicants for—		By amount paid as contributions to pilots' pension or superannuation fund -	171 - -
Renewals of pilots' licences (15)	75 - -	By amount paid for pilotage superintendent -	50 - -
Renewals of outsea pilots' licences (11)	- 11 -	By amount paid for examiner or examinations -	166 - -
Masters and mates' certificates (18)	36 - -	By amount paid for office rent -	25 - -
Renewals of masters and mates' certificates (142)	284 - -		
New certificates issued on change of service (3)	3 - -		
New certificate issued in lieu of one lost	1 - -		
To amount of contributions from masters and mates -	439 - 5		
To balance carried to next account -	2,145 12 2		
£.	5,622 17 8	£.	5,622 17 8

PORT OF BELFAST—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	141 4 10	By amount paid for pensions or superannuations to pilots (2) -	104 - -
To amount received as contribution to superannuation and pension fund from pilotage certificate account -	171 - -	By amount paid for pensions or superannuations to widows (3) -	46 - -
		By balance carried to next account -	162 4 10
£.	312 4 10	£.	312 4 10

13 March 1902.

W. A. Currie, Secretary.

PORT OF CARLINGFORD BAR.

Pilotage is Compulsory. Limits of District.—See p. 195 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 195 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John M'Aver - - -	70	John Maginnis - - -	46	Patrick Mills - - -	41
Robert Miller - - -	64	George Mills - - -	45	Patrick Cunningham -	45
James Coffee - - -	46	Hugh Rodgers - - -	37	William Cunningham -	43
Peter Morgan - - -	48				

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.	TOTALS.		
	COASTERS.				OVERSEA.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.		Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Lough	11	7 7 6	-	- - -	3	5 17 3	10	31 3 -	-	- - -	23	44 6 9

(2.)—OUTWARDS.

From Lough to Sea -	-	- - -	3	2 18 -	6	3 4 6	-	- - -	6	7 9 -	14	12 11 6
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount (Inward pilotage -	44 6 9	By amount paid in respect of pilots -	57 18 3
received for - (Outward pilotage -	13 11 6		
£.	57 18 3	£.	57 18 3

17 January 1902.

Thomas Smith, Secretary.

PORT OF COLERAINE.

Pilotage.—No definite particulars supplied. *Limits of District.*—See p. 197 of Parl. Paper. No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 197 of Parl. Paper, No. 154 of 1889, and p. 112 of Parl. Paper, No. 242 of 1899.

NAMES of PILOTS.

NAME.	Age.	NAME.	Age.
James Doherty - - - -	39	Thomas M'Lean - - - -	28

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								TOTALS.											
	COASTERS.				OVERSEA.															
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.													
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.										
		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.				
From Sea to Coleraine - -	160	115	2	3	6	5	2	-	1	-	16	6	1	-	18	9	168	121	19	6

(2.)—OUTWARDS.

From Coleraine to Sea - -	161	52 14 2	6	1 17 7	1	- 7 6	1	- 7 2	169	55 6 5
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	121 19 6	By amount paid in respect of pilots -	166 9 2
{ Outward pilotage -	55 6 5	By amount paid in respect of advertising for pilot - - - -	1 12 8
		By balance carried to credit of Harbour Commissioners' revenue account -	9 4 1
£.	177 5 11	£.	177 5 11

22 January 1902.

Wm. Henry, Secretary.

PORT OF CORK.

Pilotage is Free. Limits of District.—See p. 199 of Parl. Paper, No. 154 of 1889. These limits have since been extended by the Cork Harbour (Pilotage) Act, 1892, section 3, *q.v.*

BYE-LAWS, &c.

See p. 111 of Parl. Paper, No. 160 of 1894; and p. 126 of Parl. Paper, No. 265 of 1900.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
<i>Sea Pilots.</i>		<i>Special Pilots.</i>		<i>Captains of Steamships holding Certificates—cont.</i>	
William Butler - - -	38	John Whelan - - -	55	Henry Hoare - - -	54
Patrick Harris - - -	54	John Cotter - - -	48	John Clery - - -	48
James Bransfield - - -	53	Edmund Butler - - -	52	Donald M'Tavish - - -	35
John Cotter - - -	39	Thomas Martin - - -	51	Lachlan Lamont - - -	42
John Barry - - -	52			Edward Davies - - -	53
James Whelan - - -	54			John Hetherington - - -	69
James Nash - - -	57	<i>River Pilots.</i>		John McInnis - - -	47
William Hawkins - - -	55	Daniel Steptoe - - -	51	William J. Nicholls - - -	65
Patrick Collick - - -	41	James Lynch - - -	54	William A. McPhail - - -	38
Thomas Nash - - -	40	Edward Lynch - - -	60	Joseph Walsh - - -	43
David Oakley - - -	54	John Lamb - - -	57	Robert M'Laws - - -	34
Bartholomew Mulcahy - - -	67	John Cotter - - -	58	James Williams - - -	43
John Halloran - - -	47	Stephen Walker - - -	48	James Henderson - - -	35
Ambrose Walsh - - -	43	John Nash - - -	59	Robert Johnson - - -	54
John Allen - - -	64	Thomas Saunders - - -	47	Arthur Wheeler - - -	50
Michael Lynch - - -	40			Duncan Fletcher - - -	41
William Smith - - -	60	<i>Ballinacurra Pilots.</i>		James Tait - - -	56
James Donovan - - -	40	Maurice Walsh - - -	41	Dugald McPhail - - -	35
Patrick Lynch - - -	41	John Walsh - - -	32	Frank Ridge - - -	54
Samuel Dunn - - -	46			James S. Symonds - - -	61
James Walker - - -	53	<i>Captains of Steamships holding Certificates.</i>		John M. Hennessy - - -	36
Charles Ellis - - -	42	Timothy L. Andrews - - -	34	William Hunter - - -	49
John Horrigan - - -	61	Nicholas Kearney - - -	59	James M. Browne - - -	57
John Dunn - - -	47			Frank M'Menemy - - -	48
				John M'Tavish - - -	40

Total Number of Pilots:—

Sea pilots (authorised number)	40	-	Issued	-	24
Ballinacurra pilots	"	-	2	-	2
Special pilots	"	-	5	-	4
River pilots	"	-	8	-	8
	55		38		

{ Exclusive of captains of steamships holding certificates

RATES of PILOTAGE.

See p. 116 of Parl. Paper, No. 160 of 1894.

PORT OF CORK—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Queens- town.	7	5 3 8	2	2 18 1	17	1,267 8 2	136	1,527 13 8	3	4 18 3	-	- - -	92	556 6 3	25	254 16 6	442	5,897 3 11
From Queenstown to Cork.	340	299 5 10	4	4 6 -	91	250 2 7	4	12 10 8	6	5 18 8	-	- - -	14	37 4 2	12	29 12 3	471	638 19 11
From Passage to Cork.	6	3 13 1	-	- - -	-	- - -	1	1 17 5	-	- - -	-	- - -	1	2 10 6	-	- - -	8	6 - -
From Queenstown to Ballinacorra.	125	58 6 10	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	125	58 6 10
TOTAL - -	478	366 8 2	6	7 3 1	238	1,517 11 9	141	1,542 1 4	9	10 16 8	-	- - -	107	604 - 11	47	254 8 9	1,046	4,402 10 8

(2.)—OUTWARDS.

From Cork to Passage.	3	- 18 8	-	- - -	-	- - -	3	5 13 2	-	- - -	-	- - -	-	- - -	2	3 14 10	8	10 6 3
From Cork to Queenstown or Sea.	342	180 10 7	4	3 3 6	53	223 14 8	4	9 3 8	7	4 18 5	-	- - -	14	35 10 2	9	16 11 5	463	476 13 2
From Passage to Sea.	1	- 17 4	-	- - -	4	15 16 7	5	24 15 6	-	- - -	-	- - -	3	6 11 9	10	31 14 8	24	79 15 10
From Queenstown to Sea.	-	- - -	-	- - -	35	193 19 -	68	661 2 7	1	- 13 5	-	- - -	13	28 2 10	11	54 4 1	131	826 2 11
From Ballinacorra to Queenstown.	115	58 6 10	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	115	58 6 10
TOTAL - -	463	240 13 -	4	3 3 6	124	436 14 -	80	600 14 11	9	6 11 10	-	- - -	30	68 4 9	35	106 6 -	743	1,461 7 -

Note - The sum of 8251. 9s. was also received as special pilotage of Transatlantic steamers.

VESSELS changing at PASSAGE or QUEENSTOWN.

(1.)—INWARDS.

	No. of Vessels.	AMOUNT.		
		For Pilotage below.	For Pilotage above.	TOTAL.
Amount paid by such vessels piloted into the Port of Cork as have, before reaching their port of destination, to take or pay for two or more pilots, with the number as vessels paying the same.	97	£. s. d. 653 12 2	£. s. d. 260 5 5	£. s. d. 913 13 2
N.B.—Change of pilots takes place at Queenstown or Passage.				

(2.)—OUTWARDS.

	No. of Vessels.	AMOUNT.		
		For Pilotage above.	For Pilotage below.	TOTAL.
Amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same.	10	£. s. d. 13 3 8	£. s. d. 25 8 7	£. s. d. 38 12 3
N.B.—Change of pilots takes place at Passage or Queenstown.				

PORT OF CORK—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received { Inward pilotage - 4,402 10 8		By balance brought from last account - - - 1,118 17 7	
for { Special pilotage - 825 9 -		By amount paid in respect of—	
{ Shifting vessels - 76 7 6		Pilots - - - - - 4,982 4 10	
{ Outward pilotage - 1,461 7 -		Pilot boats - - - - - 756 14 6	
To amount of fees received from applicants for renewals of pilots' licences (38) - - - 38 - -		Contributions to pilots' pension or superannuation fund - - - - - 376 4 10	
To amount of fees received from applicants for masters and mates' certificates (2) - - - 12 - -		By other expenses of Pilotage Authority :	
To amount of fees received from applicants for renewals of masters and mates' certificates (24) - 24 - -		Interest on stocks and overdraft - - - 331 11 -	
To amount received for fines and forfeitures from licensed pilots - - - - - - 10 - -		Loan from Cork Harbour Commissioners - 46 11 10	
To amount received from other sources :		Sinking fund - - - - - 166 17 8	
3 per cent. on pilotage of cross-Channel steamers whose masters held pilotage certificates - - - - - 154 5 9		Insurance - - - - - 75 - -	
Detention - - - - - 120 13 -		Miscellaneous - - - - - 76 11 6	
Travelling - - - - - 122 17 -		By amount paid for clerks - - - - - 40 - -	
Delivery of orders - - - - - 617 18 8		By amount paid for other officers - - - - 50 - -	
Extra services - - - - - 75 10 -			
Deposit receipt - - - - - 3 16 4			
Pilots' contribution to superannuation and sick fund - - - - - 110 - -			
Interest on Investments :			
Great Southern and Western Railway Stock - 19 7 9			
Cork Corporation Stock - 52 18 8			
Cork Harbour Commissioners' Stock - 15 2 5			
Government Stock - 4 6 -			
£. 8,136 19 9		£. 8,136 19 9	

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account - - - 2,599 9 7		By amount paid for pensions or superannuations :	
To amount received as contribution to superannuation and pension fund :		Pilots, pensioners (17) - - - - - 340 - -	
From pilots { Contributions - - - 110 - -		Pilots, sick (8) - - - - - 12 15 -	
{ Renewal fees - - - 38 - -		Widows (1) - - - - - 3 - -	
{ Fines - - - - - 10 - -		By amount paid for doctor - - - - - 30 - -	
From other sources :		By amount paid for examination fees - - - 2 - -	
3 per cent. on pilotage of cross-Channel steamers - - - 100 - -		By balance carried to next account - - - *2,587 19 5	
Masters' Pilotage Certificates - - - 12 - -			
Masters' renewal fees - - - 24 - -			
Interest on Great Southern and Western Railway Stock - 19 7 9			
Interest on Cork Corporation Stock - 52 18 8			
Interest on Cork Harbour Commissioners' Stock - 15 2 5			
Interest on Government Stock - 4 6 -			
£. 2,975 14 5		£. 2,975 14 5	

* Investment of Balance.

	£. s. d.
Great Southern and Western Railway Stock - - - 522 10 -	
Cork Corporation Stock - - - - - 1,600 - -	
Cork Harbour Commissioners' Stock - - - - 412 5 8	
Government Stock - - - - - 165 18 -	
	2,700 13 8
Deduct--Amount due to pilotage revenue account - 112 14 8	
	£. 2,587 19 5

14 February 1902.

William Donegan, Secretary.

PORT OF DUBLIN.

Pilotage is Compulsory. Limits of District.—See p. 206 of Parl. Paper, No. 154 of 1889.

B Y E - L A W S, &c.

See p. 206 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
William Warren - - -	58	John Chute - - -	47	Robert Howlin - - -	40
Peter Cullen - - -	45	James Hanlon - - -	44	John Kehoe - - -	38
John Warren, jun. - -	49	Thomas Connor - - -	44	Philip Dunne - - -	39
Thomas Doyle - - -	47	Thomas Tallant - - -	48	James Gallagher - - -	47
Thomas Kavanagh - - -	44	Robert Ems - - -	50	Charles Byrne - - -	35
Lawrence Warren - - -	33	Patrick Murray - - -	52	Michael Byrne* - - -	20
John Warren, sen. - -	52	Isaac Foster - - -	44	Richard Byrne* - - -	19
James Hall - - -	38	Ambrose Dunne - - -	38	Patrick Smyth* - - -	22
Nicholas Bennett - - -	44	William Gallagher - - -	49	Patrick Tallant* - - -	19
Michael Tallant - - -	37	Peter Glynn - - -	58	Thomas Tallant* - - -	17

* Apprentices or boatkeepers, not licensed to pilot.

RATES of PILOTAGE.

See p. 209 of Parl. Paper, No. 154 of 1889.

No alteration during the year 1901, excepting the rates for shifting vessels in the harbour; formerly charged 10s. each vessel.

Present rates :—

Vessels up to 1,000 tons register - - - - -	10s. each.
Vessels 1,000 to 2,000 tons register - - - - -	20s. each.
Vessels over 2,000 tons and upwards - - - - -	30s. each.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—I N W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Outside to Dublin - - - - -	978	1,487 18 4	116	421 8 -	-	- - -	38	129 8 8	1,134	1,908 15 -
From Inside to Dublin - - - - -	787	636 13 9	71	171 8 9	6	7 4 -	21	80 19 9	885	856 4 3
From Outside to Kingstown - - - - -	69	82 16 -	3	10 14 -	-	- - -	-	- - -	72	92 10 -
From Inside to Kingstown - - - - -	75	45 1 6	7	11 13 6	2	4 8 6	1	2 3 -	85	63 5 6
TOTAL - - -	1,809	2,192 9 7	197	615 4 3	8	11 13 6	60	182 10 6	2,178	3,001 16 9

(2.)—O U T W A R D S.

From Docks and Quays to Foolbeg, or further -	613	489 3 -	42	58 17 6	30	33 6 -	33	38 9 -	718	619 15 6
Shifting vessels in Harbour - - - - -	101	- - -	-	- - -	-	- - -	-	- - -	101	- - -
TOTAL - - -	714	489 3 -	42	58 17 6	30	33 6 -	33	38 9 -	819	619 15 6

PORT OF DUBLIN—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount { Inward pilotage - received for { Outward pilotage -	3,001 16 9 619 15 6	By balance brought from last account -	20,515 11 9
To amount of award for special services -	16 12 6	By amount paid in respect of pilots -	2,762 13 5
To amount of fees received from appli- cants for masters and mates' certifi- cates (7)* - - - - -	19 19 -	By amount paid in respect of clothing -	56 16 4
To amount of fees received from appli- cants for renewals of masters and mates' certificates (127) - - - -	254 - -	By amount paid in respect of travelling -	107 17 7
To amount received for transfer fees (3)	9 - -	By amount paid in respect of pilot boats -	903 5 1
To amount received as rents from cottages - - - - -	86 3 11	By amount paid in respect of mainten- ance - - - - -	217 7 1
To amount received from recoupments of insurance premiums - - -	131 13 7	By amount paid in respect of con- tributions to pilots' pension or super- annuation fund - - - - -	362 10 2
To balance carried to next account -	21,431 10 10	By other expenses of pilotage authority:	
		Cottages - - - - -	27 8 10
		Store - - - - -	28 9 9
		Incidents - - - - -	22 16 2
		Award - - - - -	10 16 8
		By amount paid for superintendent -	130 - -
		By amount paid for clerk - - -	35 - -
		By amount paid for medical officer -	30 - -
		By amount paid for insurance premiums	350 19 8
£.	25,570 12 1	£.	25,570 12 1

* 11. 1s. examination fee, in one instance, included in 1900 Account.

**ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or
SUPERANNUATION FUND.**

<i>Dr.</i>	<i>£. s. d.</i>	<i>Cr.</i>	<i>£. s. d.</i>
To balance brought from last account -	1,428 15 -	By amount paid for pensions or super-annuations to pilots - - -	390 4 2
To amount received as contribution to superannuation and pension fund from pilots - - - - -	75 11 6	By balance carried to next account -	1,520 12 -
To amount of fees received for pilots' certificates in 1900 - - -	270 4 -		
To contribution from Dublin Port and Docks Board - - -	92 6 2		
To interest on investments - - -	43 19 6		
<i>£.</i>	1,910 16 2	<i>£.</i>	1,910 16 2

21 March 1902.

F. W. Deane, Asst. Secretary.

PORT OF DUNDALK—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - - -	24 5 7	By amount brought forward from 1895	192 2 4
To balance - - - -	327 19 3	By amount paid for pensions or superannuations to pilots - - -	160 2 6
£.	352 4 10	£.	352 4 10

25 October 1902.

John W. Wardell, Secretary.

PORT OF DUNDALK (1897).

Pilotage is Compulsory. Limits of District.—See p. 211 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 211 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Ferguson - -	—	James Gallagher - -	—	Henry McClenshan - -	—
John Ferguson - -	—	Patrick Muriuhan - -	—	Thomas Gray - -	—
John Townley - -	—	William Nee - -	—	Peter Lamb - -	—
James Connells - -	—	James Gorman - -	—	Richard Callan - -	—
Patrick Sheelan - -	—	John Hughes - -	—	James Woods - -	—
Francis Gallagher - -	—				

AMOUNT received for PILOTAGE of VESSELS in 1897.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - . .	-	225 13 1	-	31 16 9	-	15 3 9	-	272 13 7

(2.)—OUTWARDS.

From Harbour to Sea - - -	-	216 1 3	-	20 4 3	-	13 1 9	-	249 7 5
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PORT OF DUNDALK—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£.	s.	d.	Cr.		£.	s.	d.
To gross amount received for	Inward pilotage -	272	13	7	By amount brought forward from 1896	94	4	3	
	Outward pilotage -	249	7	3	By amount paid in respect of pilots -	522	-	10	
To balance - - - - -		120	6	3	By amount paid in respect of contributions to pilots' pension or superannuation fund - - - - -	26	2	-	
	£.	642	7	1		£.	642	7	1

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.		£.	s.	d.	Cr.		£.	s.	d.
To amount received as contribution to superannuation and pension fund from pilots - - - - -		26	2	-	By amount brought forward from 1896	327	19	3	
To balance - - - - -		559	11	11	By amount paid for pensions or superannuations to pilots - - - - -	257	14	8	
	£.	585	13	11		£.	585	13	11

25 October 1902.

John W. Wardell, Secretary.

PORT OF DUNDALK (1898).

Pilotage is Compulsory. Limits of District.—See p. 211 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 211 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Ferguson - - -	—	James Gallagher - - -	—	Henry McClenahan - - -	—
John Ferguson - - -	—	Patrick Murinhan - - -	—	Thomas Gray - - -	—
John Townley - - -	—	William Nacey - - -	—	Peter Lamb - - -	—
James Connells - - -	—	James Gorman - - -	—	Richard Callan - - -	—
Patrick Sheelan - - -	—	John Hughes - - -	—	James Woods - - -	—
Francis Gallagher - - -	—				

PORT OF DUNDALK—continued.

AMOUNT received for PILOTAGE of VESSELS in 1898.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	-	217 18 4	-	24 15 -	-	15 1 6	-	257 14 10

(2.)—OUTWARDS.

From Harbour to Sea - - -	-	107 7 3	-	14 16 6	-	10 10 9	-	222 4 6
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	257 14 10	By amount brought forward from 1897	120 6 3
{ Outward pilotage -	222 4 6	By amount paid in respect of pilots -	479 19 4
To balance	143 17 5	By amount paid in respect of contributions to pilots' pension or superannuation fund -	23 11 2
£.	623 16 9	£.	623 16 9

ACCOUNT of all MONIES received and expended in respect of PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - - -	23 11 2	By amount brought forward from 1897	559 11 11
To balance	745 17 5	By amount paid for pensions or superannuations to pilots - - -	209 16 8
£.	769 8 7	£.	769 8 7

25 October 1902.

John W. Wardell, Secretary.

PORT OF DUNDALK (1899).

Pilotage is Compulsory. Limits of District.—See p. 211 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES OF PILOTAGE, &c.

See p. 211 of Parl. Paper, No. 154 of 1889.

PORT OF DUNDALK—continued.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Ferguson - -	—	James Gallagher - -	—	Henry McClenahan - -	—
John Ferguson - -	—	Patrick Murinhan - -	—	Thomas Gray - -	—
John Townley - -	—	William Neev - -	—	Peter Lamb - -	—
James Connells - -	—	James Gorman - -	—	Richard Callan - -	—
Patrick Sheelan - -	—	John Hughes - -	—	James Woods - -	—
Francois Gallagher - -	—				

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour . . .	-	216 4 2	-	22 12 3	-	5 12 6	-	244 8 11

(2.)—OUTWARDS.

From Harbour to Sea - - -	-	184 18 3	-	12 16 6	-	1 13 -	-	199 2 9
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for - { Inward pilotage -	244 8 11	By amount brought forward from 1898	143 17 5
- { Outward pilotage -	199 2 9	By amount paid in respect of pilots -	443 11 8
To balance - - - - -	164 19 11	By amount paid in respect of contributions to pilots' pension or superannuation fund - - - - -	21 2 6
£.	608 11 7	£.	608 11 7

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation and pension fund from pilots - - - - -	21 2 6	By amount brought forward from 1898	745 17 5
To balance - - - - -	913 15 5	By amount paid for pensions or superannuations to pilots - - - - -	189 - 6
£.	934 17 11	£.	934 17 11

25 October 1902.

John W. Wardell, Secretary.

PORT OF DUNDALK—continued.

PORT OF DUNDALK (1900).

Pilotage is Compulsory. Limits of District.—See p. 211 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 211 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Agcs.	NAMES.	Agcs.	NAMES.	Agcs.
Thomas Ferguson -	-	James Gallagher -	-	Henry McClenahan -	-
John Ferguson -	-	Patrick Murinhan -	-	Thomas Gray -	-
John Townley -	-	William Nee -	-	Peter Lamb -	-
James Connells -	-	James Gorman -	-	Richard Callan -	-
Patrick Sheelan -	-	John Hughes -	-	James Woods -	-
Francis Gallagher -	-				

AMOUNT received for PILOTAGE of VESSELS in 1900.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour	-	192 15 7	-	9 18 -	-	16 15 3	-	219 8 10

(2.)—OUTWARDS.

From Harbour to Sea -	-	163 2 8	-	6 8 3	-	10 16 -	-	182 6 6
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	219 8 10	By balance brought forward from 1899	164 19 11
{ Outward pilotage -	182 6 6	By amount paid in respect of pilots -	401 15 4
To balance -	185 1 8	By amount paid in respect of contributions to pilots' pension or superannuation fund -	20 1 9
£.	586 17 -	£.	586 17 -

PORT OF DUNDALK—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To amount received as contribution to superannuation and pension fund from pilots - - - -	20	1	9	By balance brought forward from 1899	913	15	5
To balance - - - -	1,097	13	8	By amount paid for pensions or superannuations to pilots - - -	204	-	-
£.	1,117	15	5	£.	1,117	15	5

25 October 1902.

John W. Wardell, Secretary.

PORT OF DUNDALK (1901).

Pilotage is Compulsory. Limits of District.—See p. 211 of Parl. Paper, No. 154 of 1889.

BYE-LAWS and RATES of PILOTAGE, &c.

See p. 211 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Ferguson - -	—	James Gallagher - -	—	Henry McClenahan - -	—
John Ferguson - -	—	Patrick Murinhan - -	—	Thomas Gray - -	—
John Townley - -	—	William Nee - -	—	Peter Lamb - -	—
James Connells - -	—	James Gorman - -	—	Richard Callan - -	—
Patrick Sheelan - -	—	John Hughes - -	—	James Woods - -	—
Francis Gallagher - -	—				

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.				Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	-	196 8 3	-	17 15 6	-	17 6 6	-	231 10 3

(2.)—OUTWARDS.

From Harbour to Sea - - -	-	177 1 8	-	9 4 -	-	13 8 3	-	201 13 11
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PORT OF DUNDALK--continued

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>		£.	s.	d.	<i>Cr.</i>		£.	s.	d.	
To gross amount received for	{ Inward pilotage -	231	10	3	By amount brought forward from 1900	185	1	8		
	{ Outward pilotage -	201	13	11	By amount paid in respect of pilots	433	4	2		
To balance	- - - - -	206	14	11	By amount paid in respect of contributions to pilots' pension or superannuation fund - - - - -	21	13	3		
		£.	639	19	1		£.	639	19	1

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To amount received as contribution to superannuation and pension fund from pilots - - - - -	21	13	3	By amount brought forward from 1900	1,097	13	8
To balance - - - - -	1,320	5	5	By amount paid for pensions or superannuations to pilots - - - - -	214	5	-
£.	1,341	18	8	£.	1,341	18	8

25 October 1902.

John W. Wardell, Secretary.

PORT OF GALWAY.

Pilotage is Compulsory from Roadstead to Dock, and *vice versâ*. In the Bay it is Free.

Limits of District.—See p. 106 of Parl. Paper, No. 181 of 1890.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 106 of Parl. Paper, No. 181 of 1890.

NAMES of PILOTS.

NAMES.	Age.	NAMES.	Age.	Service for which Licensed.
Neal Delargy - - -	40	Michael Walsh - - -	44	Roadstead to Dock, and <i>vice versâ</i> .
Francis Fowler - - -	55	Patrick Joyce - - -	49	
Michael Smith - - -	43	Michael O'Donnell - - -	41	
Gregory Yorke - - -	32	Thomas O'Connor - - -	41	
Anthony Flaherty - - -	48	John O'Donnell - - -	43	Roadstead to Arran Islands, and <i>vice versâ</i> .
Thomas Conneely - - -	43	Thomas Corless - - -	52	
Michael Hernon - - -	38	John Griffin - - -	43	
Stephen Joyce - - -	52	Edward O'Loughlin - - -	41	
John Joyce - - -	50			

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roadstead to Dock . .	120	90 - -	14	10 5 -	6	11 - -	8	12 - -	148	123 5 -

(2.)—OUTWARDS.

From Dock to Roadstead - -	120	£. s. d. 90 - -	14	£. s. d. 10 5 -	6	£. s. d. 11 - -	8	£. s. d. 12 - -	148	£. s. d. 123 5 -
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Note.—Seventeen vessels took pilots from Arran Islands to Roadstead; amount received, 69*l.* 16*s.* 8*d.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage - -	193 1 8	By amount paid in respect of pilots - -	316 6 8
{ Outward pilotage - -	123 5 -		
£.	316 6 8	£.	316 6 8

22 January 1902.

Thomas N. Redington, Secretary.

PORT OF LIMERICK.

Pilotage is Free. Limits of District.—See p. 212 of Parl. Paper, No. 154 of 1889.

B Y E - L A W S, &c.

See p. 212 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Eastern Division.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Joyce - - -	60	Michael Joyce - - -	52	Michael Reynolds - - -	46
Denis Behan - - -	59	Timothy Hanrahan - - -	48	James Hanrahan, jun. - - -	44
James Hanrahan, sen. - - -	58	Charles Hanrahan * - - -	48	John Fitzmaurice * - - -	39
Thomas Mahony - - -	58	Mathew Hanrahan - - -	48	Timothy Hanrahan † - - -	39
John Hanrahan - - -	53	John Kelly - - -	47	John Behan - - -	35

* Captain of a steamship.

† Customs officer.

Western Division.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Patrick Brennan - - -	69	Michael Griffin - - -	55	Michael Crotty - - -	36
Patrick Brennan (Pat) - - -	38	James Martin - - -	62	John M'Donnell - - -	56
Michael Scanlan - - -	41	Denis O'Keeffe - - -	67	Daniel Behan - - -	51
Sinon Scanlan - - -	59	Felix Brennan - - -	37	Patrick Cahill - - -	69
Patrick Scanlan - - -	49	Patrick Brennan, jun. - - -	52	John Downey - - -	42
John Melican - - -	48	Michael Brennan - - -	54		
Michael M'Mahon - - -	61	Thomas M'Namara - - -	63		

Captains holding Certificates.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John Hetherington - - -	58	James Williams - - -	44	John McTavish - - -	44
James Tait - - -	—	Duncan Fletcher - - -	41	James Reynolds - - -	54

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
<i>Eastern Division.</i>		<i>Western Division.</i>		James O'Keeffe - - -	
James Hanrahan - - -	—	Patrick Scanlon - - -	—	Austin M'Mahon - - -	—
Michael C. Hanrahan - - -	—	John Cahill - - -	—	John Costelloe - - -	—
Charles Hanrahan - - -	—	Patrick Cahill - - -	—		
Martin Behan - - -	—	Patrick Keating - - -	—		
John Hanrahan - - -	—	Patrick Griffin - - -	—		
Timothy Hanrahan - - -	—	Patrick Brennan - - -	—		
Martin Joseph Mahony - - -	—	Michael Scanlon - - -	—		

RATES of PILOTAGE, &c.

See p. 109 of Parl. Paper, No. 181 of 1890, and also p. 106 of Parl. Paper, No. 212 of 1892.

PORT OF LIMERICK—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Loophead to Limerick	-	-	-	-	6	110 7 5	5	94 14 6	-	-	-	-	3	35 - 3	4	73 13 8	18	313 16 10
From Killogher to Limerick	-	-	-	-	4	86 9 7	1	16 2 6	-	-	-	-	1	16 13 4	-	-	5	90 9 5
From Kilredane to Limerick	4	10 16 -	-	-	12	153 1 -	1	14 5 6	2	14 2 2	-	-	2	14 2 2	4	49 18 8	25	238 4 6
From Scatterry to Limerick	137	276 1 3	1	1 10 -	-	-	1	6 16 5	5	22 10 8	-	-	-	-	-	-	144	308 16 6
From Grass Island to Limerick.	22	10 11 6	6	2 10 3	-	-	-	-	-	-	-	-	-	-	-	-	28	13 1 9
TOTAL - - -	163	297 7 9	7	4 - 3	23	321 17 -	8	126 19 11	7	36 19 10	-	-	6	65 - 8	6	123 19 4	221	964 9 10

(2.)—OUTWARDS.

From Limerick to Loophead	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	18 19 10	1	18 19 10
From Limerick to Killogher	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3 3 4	2	30 19 3
From Limerick to Kilredane	-	-	1	2 13 -	2	15 16 3	-	-	2	7 19 6	-	-	-	-	-	-	5	25 8 1
From Limerick to Scatterry	162	323 4 4	5	8 9 -	20	175 6 -	10	98 - 7	5	23 14 9	1	3 5 -	4	26 14 10	8	42 13 -	312	692 5 6
TOTAL - - -	163	323 4 4	6	11 1 -	22	191 2 3	10	98 - 7	7	31 14 3	1	3 5 -	5	31 16 2	8	68 18 9	221	768 4 6

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£. s. d.	Cr.	£. s. d.
To gross amount received for	Inward pilotage	984 9 10	By amount paid in respect of pilots (disbursed monthly)	1,313 11 3
	Outward pilotage	768 4 4	By amount paid in respect of pilot boats	110 10 11
			By other expenses of pilotage authority :	
			Grass Island Station	115 1 5
			Pilots' costs and expenses to and fro stations and incidental expenses	213 10 7
		£. 1,752 14 2		£. 1,752 14 2

20 January 1902.

John Boyd, Secretary.

PORT OF LONDONDERRY.

Pilotage is Compulsory, except in the case of vessels under 75 tons register in ballast and colliers outward bound in ballast.

Limits of District.—See p. 215 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 215 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	Service for which Licensed.	NAMES.	Ages.	Service for which Licensed.
John Smith	68	To pilot vessels drawing any draught of water.	Hugh Richardson	34	To pilot vessels drawing any draught of water.
Joseph Mitchell	67		Daniel Gillespie	35	
Michael Loughrey	58		Hugh M'Laughlin	35	
Con O'Donnell	62		William F. Gillespie	33	
Charles M'Carron	50		Francis Gillespie	69	To pilot vessels drawing 18 feet of water.
Thomas Faulkner	51		John Gillespie	28	To pilot vessels drawing 15 feet of water.
Charles M'Cann	46				
Daniel M'Devette	58				

PORT OF NEWRY.

Pilotage is Free. Limits of District.—See p. 217 of Parl. Paper, No. 154 of 1849.

BYE-LAWS, &c.

See p. 217 of Parl. Paper, No. 154 of 1849.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
John M'Ateer - - -	60	John Morton - - -	48	James Irwin - - -	57
Alexander Irwin - - -	63	J. H. Toombs - - -	47	Patrick O'Neill - - -	59
Ross Parks - - -	58	Alexander Parks - - -	55	James Anderson - - -	47
Charles Bailey - - -	70				

RATES of PILOTAGE.

See p. 105 of Parl. Paper, No. 275 of 1895.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Warrenpoint Roads to Newry.	197	79 19 8	-	- - -	1	3 - -	5	11 13 9	3	6 1 8	206	100 14 8

(2.)—OUTWARDS.

From Newry to Warrenpoint Roads.	197	39 19 8	-	- - -	1	1 10 -	6	6 7 2	2	2 10 6	206	50 7 4
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	100 14 8	By amount paid in respect of pilots -	151 2 -
{ Outward pilotage -	50 7 4		
£. 151 2 -		£. 151 2 -	

30 January 1902.

George R. Armstrong, Secretary.

PORT OF NEW ROSS.

Limits of District.—See p. 320 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.
Michael Allen - - - -	56	Edward Kearns - - - -	55
Henry Payne - - - -	59	Michael Whelan - - - -	54

RATES of PILOTAGE.

See p. 181 of Parl. Paper, No. 265 of 1900.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Cheek Point to New Ross .	86	100 1 -	-	- -	-	- -	86	100 1 -

(2).—OUTWARDS.

From New Ross to Cheek Point -	86	100 1 -	-	- - -	-	- - -	86	100 1 -
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for		By amount paid in respect of pilots -	150 1 6
Inward pilotage -	100 1 -	By amount paid in respect of pilot's widow - - - -	13 - -
Outward pilotage -	100 1 -	By balance carried to next account -	37 - 6
£.	200 2 -	£.	200 2 -

5 February 1902.

John Kenny, Secretary.

PORT OF SLIGO.

Pilotage is Compulsory Inwards, but not Outwards. Limits of District.—See Bye-law 2, p. 120 of Parl. Paper, No. 263 of 1893.

BYE-LAWS, REGULATIONS, and RATES, &c.

See p. 120 of Parl. Paper, No. 263 of 1893, and p. 106 of Parl. Paper, No. 275 of 1895.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
William Gillen - -	64	Michael Gillen - -	52	Inside or river district.
James McGowan - -	54	Andrew Kilgallen - -	55	
John Conway - -	58	Patrick Bruen - -	46	
Andrew Kilgallen, jun. -	56	Joseph McGowan - -	47	
Patrick McGowan - -	52			
Michael McLoughlin - -	63	James Carway - -	61	Outside or sea district.
John Heraghty - -	51	Michael Heraghty - -	46	
Redmond Bruen - -	—	Joseph Kilgallen - -	27	Inside or river district (not licensed).
Francis Feeny - -	38	Michael J. Gillen - -	26	
Francis Kilgallen - -	41	James Bruen - -	23	
Owen Gillen - -	43	John Kilgallen - -	21	
William Bruen - -	47	Patrick McGowan - -	20	
Francis Devaney - -	31			
Joseph Heraghty - -	42			Outside or sea district (not licensed).

NAMES of APPRENTICES.

NAMES.	Ages.	NAMES.	Ages.	Service for which Apprenticed.
Francis Heraghty - -	21	Martin Horte - -	27	Outside or sea district.
Roddy Carway - -	24	Michael McLoughlin - -	15	
James Kilgallen - -	19	Patrick Bruen - -	19	Inside or river district.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Wheat Rock to Sligo.	319	340 18 6	3	5 14 -	20	39 19 6	5	12 17 6	1	2 2 6	1	2 11 3	2	5 16 3	10	21 2 6	354	421 3 -

(2.)—OUTWARDS.

From Sligo to Wheat Rock	95	105 4 -	-	-	17	20 4 9	4	4 13 -	1	1 5 -	-	-	0	7 10 3	0	10 7 -	130 149 12 -
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PORT OF SLIGO—continued.

AMOUNT received for Pilotage of Vessels in 1901—continued.

I N W A R D S.

Vessels changing at Bangor.	Number of Vessels.	AMOUNT.		
		For Pilotage below Bangor.	For Pilotage above Bangor.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Amount paid by such vessels piloted into the port of Sligo as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same.	134	134 17 4	114 19 3	249 16 7

N.B.—Change of pilots takes place at Bangor.

No change of pilot outwards.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	11 17 6	By amount paid in respect of pilots -	533 14 9
To gross amount { Inward pilotage -	421 2 -	By amount paid as contributions to pilots' pension or superannuation fund	36 9 2
received for { Outward pilotage -	149 13 -	By amount paid as gratuity to widows and children of pilots, apprentice pilots, coal, rent, caps, flags, &c. -	50 3 1
To amount of fees received from applicants for renewals of pilots' licences	- 13 -	By amount paid for other officers -	72 - -
To amount of fees received from applicants for renewals of masters' and mates' certificates - - -	11 - -	By balance carried to next account -	108 17 8
To amount received for fines and forfeitures from licensed pilots -	1 - -		
To amount received for fines and forfeitures from other persons -	4 2 -		
To amount received from other sources :			
Contributed by pilots to pension fund	25 9 2		
Contributed by Harbour Commissioners towards general expenses -	113 8 1		
Contributed by Harbour Commissioners towards sea pilotage -	50 - -		
£.	801 4 9	£.	801 4 9

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To balance brought from last account -	2 16 -	By amount paid for pensions or superannuations to pilots (4) - - -	27 10 -
To amount received as contribution to superannuation and pension fund from pilots - - - -	26 9 2	By amount paid for pensions or superannuations to widows (3) - -	8 19 2
To amount received from other sources	10 - -	By balance carried to next account -	2 16 -
£.	39 5 2	£.	39 5 2

18 February 1902.

Thomas J. Mercer, Secretary.

PORT OF WESTPORT.

Pilotage is Compulsory. Limits of District.—See p. 226 of Parl. Paper, No. 154 of 1889.

BYE-LAWS &c.

See p. 226 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Thomas Gibbons - -	61	Patrick Hopkins, sen. -	72	William P. Gibbons -	29
John Gibbons - -	63	Patrick Kelly - -	53	Patrick Hopkins, jun. -	31
Thomas John Gibbons -	66	Thomas Kelly - -	45		

RATES of PILOTAGE.

See p. 226 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
One mile outside Inisgort Light- house to Anchorage, or to Westport Quay.	137	141 19 4½	3	20 11 9	-	. . .	-	. . .	140	162 11 1½

(2.)—OUTWARDS.

From Anchorage or Westport Quay to outside Inisgort Light-house.	137	£. s. d. 141 19 4½	3	£. s. d. 20 11 9	-	£. s. d. - - -	-	£. s. d. - - -	140	£. s. d. 162 11 1½
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage - -	162 11 1½	By amount paid in respect of pilots -	290 8 4
{ Outward pilotage - -	162 11 1½	By amount paid in respect of pilot boats	20 - -
		By amount paid in respect of maintenance, collection, &c. - - -	14 13 11
	£. 325 2 3		£. 325 2 3

24 February 1902.

Joseph M. McBride, Secretary.

PORT OF WEXFORD.

Pilotage is Compulsory. Limits of District.—See p. 227 of Parl. Paper, No. 154 of 1889.

BYE-LAWS, &c.

See p. 228 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	Service for which Licensed.
Captain Richard Smith*	32	William Dunn - -	42	To pilot vessels within the pilotage limits, i.e., an imaginary line drawn from the Greenore Point to the south end of Long Bank, and along the inside of Bank to an imaginary line drawn from the north end of Bank to Blackwater Head.
Lawrence Neil - -	55	Patrick Marlow - -	40	
Laurence Duggan - -	62	T. Blake - - -	36	
Walter Breen - - -	56	Peter Furlong - -	42	
Evans Byrne - - -	54	J. B. Nicholas Saunders	79	
William Blake - - -	47	Martin Furlong - -	65	
W. Saunders - - -	47	Moses Murphy - -	65	To pilot vessels within the harbour limits only, i.e., an imaginary line drawn from the Point of Fort to the Raven Point.
Patrick Roche - - -	79	W. Nolan - - -	76	
Nicholas Doyle - -	75	F. Rowe - - -	73	
M. Rowe - - -	79			

* Pilot master.

RATES of PILOTAGE.

See p. 226 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.
	COASTERS.				OVERSEA.		OVERSEA.		
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
From Bay to Quay	122	£. s. d. 170 11 2	226	£. s. d. 755 2 -	2	£. s. d. 8 4 2	1	£. s. d. 1 6 -	652 925 2 4

(2.)—OUTWARDS.

From Quay to Bay - - - -	619	144 8 6	120	25 - 4	2	2 10 3	1	1 6 -	639 220 4 1
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PORT OF WEXFORD—continued.

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To balance brought from last account	-	1,894	10 9	By amount paid in respect of pilots	-	841	14 1
To gross amount { Inward pilotage	-	935	3 4	By amount paid in respect of pilot boats	-	66	19 7
received for { Outward pilotage	-	230	4 1	By amount paid in respect of contributions to pilots' pension or superannuation fund	-	41	5 -
				By amount paid for clerk	-	28	1 6
				By balance carried to next account	-	2,081	19 -
	£.	3,059	18 2		£.	3,059	18 2

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

<i>Dr.</i>	£.	s.	d.	<i>Cr.</i>	£.	s.	d.
To amount received as contribution to superannuation and pension fund from pilots	-	41	5 -	By amount paid for pensions or superannuations to widows	-	41	5 -

16 June 1902.

John F. Walsh, Secretary.

* PORT OF WATERFORD (1897).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Barry - - -	69	Thomas Power, jun. - -	44	T. H. Power - - -	57
Felix Ryan - - -	48	James Donnolly - - -	49	Thomas Glody - - -	43
John Donnolly - - -	57	Thomas Fitzgerald - -	47	Philip Murphy - - -	32
John Kennedy - - -	57	Maurice Butler - - -	47	James Walsh - - -	32
Thomas Power - - -	80	Philip Boucher - - -	51	Thomas Kennedy - -	32
John Rogers - - -	57	Richard Butler - - -	50	Andrew Rogers - - -	47
Thomas Ryan - - -	44	William Fitzgerald - -	43	† Patrick Rogers - -	60

† Patrick Rogers is a licensed pilot, but now acts as pilot boat master.

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 251 of 1891.

AMOUNT received for PILOTAGE of VESSELS in 1897.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Out Station to Waterford -	-	-	12	163 12 2	13	109 18 -	25	273 10 2
From Tower to Waterford -	408	561 10 6	18	226 18 7	4	40 2 6	430	828 11 7
From Tower to Passage -	10	4 17 9	-	-	-	-	10	4 17 9
From Tower to Checkpoint -	149	99 18 5	-	-	-	-	149	99 18 5
TOTAL - - -	567	666 6 8	30	390 10 9	17	150 - 6	614	1,206 17 11

(2.)—OUTWARDS.

From Waterford to Sea - - -	-	-	30	190 1 5	17	93 13 4	47	283 14 9
From Waterford to Passage - -	408	321 19 4	-	-	-	-	408	321 19 4
TOTAL - - -	408	321 19 4	30	190 1 5	17	93 13 4	455	610 14 1

* These Returns for the years 1897-1900 were not received by the Board of Trade until the present year, and they are therefore included in this Parliamentary Paper.

PORT OF WATERFORD—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.		£.	s.	d.	Cr.		£.	s.	d.
To gross amount received for	Inward pilotage	1,206	17	11	By balance brought from last account	7,139	13	10	
	Outward pilotage	610	14	1	By amount paid in respect of pilots	1,131	11	6	
To amount of fees received from applicants for masters and mates' certificates		3	3	-	By amount paid in respect of pilot boats	182	4	8	
To amount of fees received from applicants for renewals of masters and mates' certificates		58	1	4	By amount paid in respect of contributions to pilots' pension or superannuation fund	320	4	8	
To amount of fees received for mooring and unmooring		19	10	-	By amount paid in respect of examiners' fees	3	3	-	
To balance		7,072	19	4	By amount paid in respect of Passage office rent	10	-	-	
					By amount paid in respect of boat service at Passage	50	-	-	
					By amount paid in respect of sundries	9	8	-	
					By amount paid for proportion of general management expenses charged to pilotage revenue	25	-	-	
					By amount paid for pilot master	120	-	-	
					By amount paid for clerk	30	-	-	
						9,021	5	8	
					Less—Charged to tonnage and local lights revenue	50	-	-	
£.		8,971	5	8	£.	8,971	5	8	

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
To amount received as contribution to superannuation and pension fund :				By amount paid as sick pay to pilots -	28	15	8
From pilotage revenue - - -	262	3	4	By amount paid for pensions or superannuations :			
As surplus balance from payments for masters and mates' pilotage certificates - - - -	58	1	4	Pilots (8) - - - -	210	-	-
				Widows (7) - - - -	69	9	-
				Orphans (1) - - - -	12	-	-
£.	320	4	8	£.	320	4	8

7 December 1898.

J. Allingham, jun., Secretary.

PORT OF WATERFORD (1898).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Barry -	70	Thomas Ryan -	45	Richard Butler -	51
Felix Ryan -	49	Thomas Power, jun. -	34	William Fitzgerald -	44
Andrew Rogers -	48	James Donnelly -	50	Thomas H. Power -	58
John Donnelly -	58	Thomas Fitzgerald -	48	Thomas Glody -	44
John Kennedy -	58	Isaac Ryan -	60	Philip Murphy -	33
Thomas Power -	81	Maurice Butler -	48	James Walsh -	33
John Rogers -	58	Philip Boucher -	52	*Patrick Rogers -	61

* Patrick Rogers is a licensed pilot, but now acts as pilot boat master.

PORT OF WATERFORD—continued.

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 251 of 1891.

AMOUNT received for PILOTAGE of VESSELS in 1898.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Out Station to Waterford -	-	- - -	11	148 18 7	15	117 10 9	26	323 9 4
From Tower to Waterford -	384	518 1 2	33	163 7 10	10	67 9 9	417	748 18 9
From Tower to Passage -	44	18 6 -	-	- - -	-	- - -	44	18 6 0
From Tower to Checkpoint -	129	88 8 1	-	- - -	-	- - -	129	88 8 1
TOTAL - - -	557	624 15 3	34	312 6 5	25	185 - 6	616	1,122 2 2

(2.)—OUTWARDS.

From Waterford to Sea - -	379	300 6 5	44	172 17 11	25	123 11 11	448	596 16 3
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ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	1,122 2 2	By balance brought from last account	7,072 19 4
{ Outward pilotage -	596 16 3	By amount paid in respect of pilots -	1,111 12 8
To amount of fees received from applicants for masters and mates' certificates (6) - - -	31 10 -	By amount paid in respect of pilot boats - - -	198 6 5
To amount of fees received from applicants for renewals of masters and mates' certificates - - -	60 7 -	By amount paid in respect of contributions to pilots' pension or superannuation fund - - -	331 11 -
To amount of fees received for mooring and unmooring - - -	17 - -	By amount paid in respect of examiners' fees - - -	17 17 -
To amount received from sale of old material - - -	1 10 -	By amount paid in respect of Passage office rent - - -	10 - -
To balance - - -	7,116 9 9	By amount paid in respect of medical attendance - - -	15 6 -
		By amount paid in respect of boat service at Passage - - -	50 - -
		By amount paid in respect of sundries	13 3 7
		By amount paid for proportion of general management expenses charged to pilotage revenue - -	25 - -
		By amount paid for clerk - -	30 - -
		By amount paid for pilot master -	120 - -
		Less—Charged to tonnage and local lights revenue - - -	8,995 16 -
	£. 8,945 16 -		£. 8,945 16 -

PORT OF WATERFORD—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received as contribution to superannuation and pension fund :		By amount paid as sick pay to pilots	40 14 6
From pilotage revenue - - -	271 4 -	By amount paid for pensions or superannuations :	
As surplus balance from payments for masters and mates' pilotage certificates - - - -	60 7 -	Pilots (8) - - - -	205 6 6
		Widows (7) - - - -	73 10 -
		Orphans (1) - - - -	12 - -
£.	381 11 -	£.	331 11 -

20 November 1900.

J. Allingham, jun., Secretary.

PORT OF WATERFORD (1899).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Barry - - -	71	Thomas Power, jun. -	35	Maurice Butler - - -	49
Felix Ryan - - -	50	James Walsh - - -	34	Philip Boucher - - -	53
Andrew Rogers - - -	49	Thomas Fitzgerald - -	49	Richard Butler - - -	52
John Donnolly - - -	59	Philip Murphy - - -	34	William Fitzgerald - -	45
John Kennedy - - -	59	Patrick Donnolly - - -	24	T. H. Power - - -	59
John Rogers - - -	59	James Bell - - -	25	Thomas Glody - - -	45
Thomas Ryan - - -	46	Isaac Ryan - - -	61	*Patrick Rogers - - -	62

* Patrick Rogers is a licensed pilot, but now acts as pilot boat master.

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 251 of 1891.

PORT OF WATERFORD—continued.

AMOUNT received for PILOTAGE of VESSELS in 1899.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		Not Towed by Steam.			
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Waterford - -	-	-	11	153 4 10	19	205 19 9	30	360 4 7
From Tower to Waterford - -	368	438 3 10	8	99 - -	3	12 8 9	379	549 12 7
From Tower to Passage - -	67	34 19 9	-	- - -	-	- - -	67	34 19 9
From Tower to Checkpoint - -	170	108 8 -	-	- - -	-	- - -	170	108 8 -
TOTAL - -	605	581 6 7	19	252 4 10	22	219 8 6	646	1,052 19 11

(2.)—OUTWARDS.

From Waterford to Sea - -	-	-	18	129 2 4	22	124 13 11	40	253 16 8
From Waterford to Passage - -	383	275 4 7	-	- - -	-	- - -	383	275 4 7
TOTAL - - -	383	275 4 7	18	129 2 4	22	124 13 11	423	529 - 10

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	1,052 19 11	By balance brought from last account	7,116 9 9
{ Outward pilotage -	529 - 10	By amount paid in respect of pilots -	1,015 11 1
To amount of fees received from applicants for masters and mates' certificates (6) - - - -	31 10 -	By amount paid in respect of pilot boats	199 19 0
To amount of fees received from applicants for renewal of masters and mates' certificates - - - -	43 1 3	By amount paid in respect of contributions to pilots' pension or superannuation fund - - - -	351 11 8
To amount of fees received for mooring and unmooring - - - -	21 - -	By amount paid in respect of examiners' fees - - - -	17 17 -
To balance - - - -	7,235 3 5	By amount paid in respect of Passage office rent - - - -	10 - -
		By amount paid in respect of medical attendance - - - -	15 6 -
		By amount paid in respect of boat service at Passage - - - -	50 - -
		By amount paid in respect of sundries	11 - 5
		By amount paid for proportion of general management expenses charged to pilotage revenue -	25 - -
		By amount paid for clerk - - -	30 - -
		By amount paid for pilot master -	120 - -
			8,962 15 5
		Less—Charged to tonnage and local lights revenue - - - -	50 - -
	£. 8,912 15 5		£. 8,912 15 5

PORT OF WATERFORD—*continued.*

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received as contribution to superannuation and pension fund :		By amount paid as sick pay to pilots -	66 19 H
From pilotage revenue - -	294 17 5	By amount paid for pensions or superannuations :	
As surplus balance from payments for masters and mates' pilotage certificates - - -	56 14 3	Pilots (8) - - - -	199 2 -
		Widows (7) - - - -	73 10 -
		Orphans (1) - - - -	12 - -
£.	351 11 8	£.	351 11 8

21 November 1900.

J. Allingham, jun., Secretary.

PORT OF WATERFORD (1900).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
James Barry - - -	72	Thomas Ryan - - -	47	Philip Boucher - - -	54
Felix Ryan - - -	51	Thomas Power - - -	36	Richard Butler - - -	53
Andrew Rogers - - -	50	James Walsh - - -	35	William Fitzgerald - - -	46
John Donnelly - - -	60	Thomas Fitzgerald - - -	50	T. H. Power - - -	60
John Kennedy - - -	60	Philip Murphy - - -	35	T. Glody - - -	37
John Rogers - - -	60	Isaac Ryan - - -	52	Patrick Donnelly - - -	25
*Patrick Rogers - - -	63	Maurice Butler - - -	50	James Bell - - -	26

* Patrick Rogers is a licensed pilot, but now acts as pilot boat master.

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 251 of 1891.

PORT OF WATERFORD—continued.

AMOUNT received for PILOTAGE of VESSELS in 1900.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	Not Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Out Station to Waterford -	-	- - -	11	154 16 9	5	47 19 3	16	202 16 -
From Tower to Waterford -	370	491 9 3	10	114 2 -	4	33 - 6	384	638 11 9
From Tower to Passage -	31	15 13 11	-	- - -	-	- - -	31	15 13 11
From Tower to Checkpoint -	135	84 3 6	-	- - -	-	- - -	135	84 3 6
TOTAL - - -	536	591 6 8	21	268 18 9	9	80 19 9	566	941 5 2

(2.)—OUTWARDS.

From Waterford to Sea -	-	- - -	21	136 11 3	9	46 5 6	30	182 16 9
From Waterford to Passage -	370	287 1 -	-	- - -	-	- - -	370	287 1 -
TOTAL - - -	370	287 1 -	21	136 11 3	9	46 5 4	400	469 17 9

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	941 5 2	By balance brought from last account	7,235 3 5
{ Outward pilotage -	469 17 9	By amount paid in respect of pilots -	830 7 4
To amount of fees received from applicants for masters and mates' certificates (3) - - - -	15 15 -	By amount paid in respect of pilot boats - - - - -	154 9 11
To amount of fees received from applicants for renewals of masters and mates' certificates (54) - - -	54 - -	By amount paid in respect of contribution to pilots' pension or superannuation fund - - -	329 2 2
To amount of fees received for mooring and unmooring - - - -	15 - -	By amount paid in respect of boat service at Passage - - -	50 - -
To balance - - - - -	7,308 4 5	By amount paid in respect of Passage office rent - - - - -	10 - -
		By amount paid in respect of examiners' fees - - - - -	9 9 -
		By amount paid in respect of medical attendance (two years) - - -	28 16 -
		By amount paid in respect of gratuity to cutter pilots - - - - -	22 - -
		By amount paid in respect of incidentals - - - - -	9 14 6
		By amount paid for pilot master - - -	120 - -
		By amount paid for clerk - - - -	30 - -
		By amount paid for proportion of general management charges - -	25 - -
			8,854 2 4
		Less—Charged to other accounts -	50 - -
	£. 8,804 2 4		£. 8,804 2 4

PORT OF WATERFORD—*continued.*ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or
SUPERANNUATION FUND.

<i>Dr.</i>	£. s. d.	<i>Cr.</i>	£. s. d.
To amount received as contribution to superannuation and pension fund :		By amount paid as sick pay to pilots	63 16 8
From pilotage revenue - -	268 16 2	By amount paid for pensions or super- annuations :	
As surplus from issue and renewal of masters and mates' certificates	60 6 -	Pilots (6) - - - -	172 7 -
		Widows (8) - - - -	80 18 6
		Orphans (1) - - - -	12 - -
£.	329 2 2	£.	329 2 2

24 March 1902.

J. Allingham, jun., Secretary.

PORT OF WATERFORD (1901).

Pilotage is Compulsory. Limits of District.—See p. 222 of Parl. Paper, No. 154 of 1889.

BYE-LAWS.

See p. 114 of Parl. Paper, No. 181 of 1890, and p. 130 of Parl. Paper, No. 160 of 1894.

NAMES of PILOTS.

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Felix Ryan - - -	52	James Walsh - - -	36	William Fitzgerald - - -	47
Andrew Rogers - - -	51	Thomas Fitzgerald - - -	51	Thomas H. Power - - -	61
John Donnolly - - -	61	Philip Murphy - - -	36	Thomas Glody - - -	38
John Rogers - - -	61	Maurice Butler - - -	51	Patrick Donnolly - - -	26
James Barry - - -	73	Philip Boucher - - -	55	James Bell - - -	27
Thomas Ryan - - -	48	Richard Butler - - -	54	*Patrick Rogers - - -	64
Thomas Power, jun. -	37				

* Patrick Rogers acts as master of the pilot cutter.

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 251 of 1891.

PORT OF WATERFORD—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.		Not Towed by Steam.			
	Not Towed by Steam.		Not Towed by Steam.				Not Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Out Station to Waterford -	-	- - -	11	141 8 10	9	79 - 7	20	220 9 5
From Tower to Waterford -	499	656 18 10	10	141 2 -	11	88 2 3	520	886 3 1
From Tower to Cheekpoint -	157	94 18 6	-	- - -	-	- - -	157	94 18 6
From Tower to Passage -	36	18 19 1	-	- - -	-	- - -	36	18 19 1
TOTAL - - -	692	770 16 5	21	282 10 10	20	167 2 10	733	1,220 10 1

(2.)—OUTWARDS.

From Waterford to Sea -	-	- - -	21	144 17 7	20	101 9 10	41	246 7 5
From Waterford to Passage -	499	394 13 5	-	- - -	-	- - -	499	394 13 5
TOTAL - - -	499	394 13 5	21	144 17 7	20	101 9 10	540	641 - 10

ACCOUNT of all MONIES received and expended in respect of the PILOTAGE FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To gross amount received for { Inward pilotage -	1,220 10 1	By balance brought from last account	7,308 4 5
{ Outward pilotage -	641 - 10	By amount paid in respect of pilots -	1,197 14 -
To amount of fees received from applicants for masters and mates' certificates (1) - - -	5 5 -	By amount paid in respect of pilot boats	213 9 5
To amount of fees received from applicants for renewals of masters and mates' certificates (57) - - -	56 1 8	By amount paid in respect of contributions to pilots' pension or superannuation fund - - -	310 17 7
To amount of fees received for mooring and unmooring - - -	20 - -	By amount paid in respect of Passage office rent - - -	10 - -
To proportion of pilot master's salary charged to tonnage revenue - - -	25 - -	By amount paid in respect of boat service at Passage - - -	50 - -
To proportion of pilot master's salary charged to local lights revenue - - -	25 - -	By amount paid in respect of sundries	7 19 1
To balance - - -	7,283 2 11	By amount paid for proportion of general management expenses charged to pilotage revenue - -	25 - -
	£. 9,276 7 6	By amount paid for pilot master -	120 - -
		By amount paid for clerk - - -	30 - -
		By amount paid for examiners - -	3 3 -
			£. 9,276 7 6

ACCOUNT of all MONIES received and expended in respect of the PILOTS' PENSION or SUPERANNUATION FUND.

Dr.	£. s. d.	Cr.	£. s. d.
To amount received as contribution to superannuation and pension fund : From pilotage revenue - - -	252 13 11	By amount paid as sick pay to pilots -	51 13 7
As surplus balance from issue and renewals of masters and mates' pilotage certificates - - -	58 3 8	By amount paid for pensions or superannuations :	
		Pilots (6) - - - -	134 - 6
		Widows (8) - - - -	84 3 6
		Orphans (2) - - - -	21 - -
		Special grant to one orphan -	20 - -
	£. 310 17 7		£. 310 17 7

16 May 1902.

J. Allingham, jun., Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of

(Prepared in pursuance of the Act

R E C E I P T.

	£.	s.	d.	£.	s.	d.
Fees under the Act :						
On pilots' licences issued - - - - -	44	2	-			
On grant of additional qualifications - - - - -	14	14	-			
On pilots' licences renewed (annual dues) - - - - -	1,065	5	-			
On certificates issued to masters and mates - - - - -	362	12	-			
On certificates renewed to masters and mates - - - - -	1,099	6	3			
				2,586	19	3
Contributions :						
Poundage on pilots' earnings in London and at the outports - -	-	-	-	3,762	19	3
Dividends on Stocks :						
One year's dividend on £.10,000 Manchester 3 per cent. - - -	300	-	-			
Ditto - - 10,000 Wigan 3 per cent. - - - - -	283	15	-			
Ditto - - 10,000 Bradford 3 per cent. - - - - -	282	10	-			
Ditto - - 3,450 13s. 6d. India 3 per cent. - - -	103	10	4			
Ditto - - 5,000 London and North-Western Railway 4 per cent. - - - - -	189	11	8			
Ditto - - 9,400 Great Northern Railway 3 per cent. - - -	266	2	9			
Ditto - - 11,280 Midland Railway 2½ per cent. - - -	266	2	9			
Ditto - - 3,600 Caledonian Railway 4 per cent. - - -	136	1	5			
Ditto - - 6,255 London and South-Western Railway 3 per cent. - - - - -	177	1	10			
Ditto - - 9,600 North-Eastern Railway 3 per cent. - - -	271	16	-			
Ditto - - 5,900 Great Western Railway 5 per cent. - - -	279	12	9			
	2,556	4	6			
Returned income tax on dividends - - - - -	109	18	-			
				2,665	17	6
Miscellaneous :						
Amount received on account of residue unclaimed, arising out of the collection and payment of foreign pilotage in the Port of London, under section 628 of the Merchant Shipping Act, 1894 - - -	100	-	-			
Fines and penalties - - - - -	3	-	-			
Amount of choice letter fees unclaimed or forfeited - - - - -	188	1	6			
Amount transferred from the Pilot Cutters' Fund to recoup the loss sustained in poundage by the reduction made in the pilotage rates in 1900 - - - - -	259	-	-			
				550	1	6
Death Money :						
Amount received from 3 Cinque Ports Pilots now surviving of the 143 who compounded in 1854, contributing 6l. per annum each, and claiming 143l. on decease - -				18	-	-
TOTAL - - - £.				9,582	17	6

Trinity House, London,)
July 1902.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

the TRINITY HOUSE, in respect of PILOTS or PILOTAGE, for the Year ended 31st December 1901.
57 & 58 Vict. c. 60.)

EXPENDITURE.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
Balance from 1900 - - -	-	-	-	-	-	-	365	15	3
Expenses of carrying the Act into execution (section 631):									
Salaries to Officers in London:									
Principal - - - - -	750	-	-						
First Clerk - - - - -	480	-	-						
Second Clerk - - - - -	320	-	-						
Extra clerk - - - - -	156	-	-						
	1,706	-	-						
Less—Charged on Cutter Fund - - -	200	-	-	1,506	-	-			
Salaries to Local Officers:									
Ruler, Gravesend (including office rent and allowance for uniform) - - - - -	297	-	-						
Ruler, Dover (including allowance for uniform) - - - - -	160	-	-						
Clerk, Dover - - - - -	61	15	-	518	15	-			
Stationery, stamps, printing, expenses of electing pilots' representatives, advertising, and incidental expenses - - - - -	-	-	-	354	2	4			
Law charges - - - - -	-	-	-	14	2	8			
Pilot offices at Deal and Dover - - - - -	-	-	-	218	10	6			
Commission on payment of pensions at outports - - - - -	-	-	-	41	-	6			
Superannuations:									
Retired chief clerk - - - - -	260	-	-						
Retired ruler, Gravesend - - - - -	72	16	8						
Retired clerk, Dover - - - - -	39	13	4	372	10	-			
Pensions and Allowances:							3,020	1	-
Paid to Superannuated Pilots, their Widows and Orphans, viz.:									
49 men at 1 <i>l.</i> per annum per year of service - - - - -	-	-	-	5,106	18	3			
87 men at rates varying from 8 <i>l.</i> to 16 <i>l.</i> per annum - - - - -	-	-	-						
269 widows at half rates of deceased husbands - - - - -	-	-	-						
93 children at the rate of 2 <i>s.</i> per month each - - - - -	-	-	-						
Occasional relief - - - - -	-	-	-	6	-	-			
Paid to Superannuated Cinque Ports Pilots licensed before 1854, and their Representatives, viz.:									
4 men at the rate of 50 <i>l.</i> per annum - - - - -	-	-	-	439	8	-			
19 women at the rate of 12 <i>l.</i> 12 <i>s.</i> per annum - - - - -	-	-	-						
Pensions to 6 pilots and widows of pilots occupying the almshouses at Mile End - - - - -	-	-	-	296	13	10			
Repair and maintenance of houses - - - - -	-	-	-	43	6	8			
Death Money:							5,892	6	9
Payment to appointees of Cinque Ports Pilots licensed before 1854, and deceased during the year - - - - -	-	-	-				Nil.		
							9,278	3	-
Balance to next year's account - - - - -	-	-	-				304	14	6
TOTAL - - - - -						£.	9,582	17	6

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

TRINITY HOUSE, LONDON.—PILOTAGE RATES.

THE COMMON PURSE of the Inward Pilots of the Port of London, as respects Pilotage earned between *Dungeness* and *Gravesend*, in the Year ending 31st December 1901.

RECEIPT.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
Balance from last year's account . . .	681	14 2	Remitted and paid to pilots in equal shares per turn carried . . .	2,696	8 6
Contributions : Being the amount paid in by each pilot, after retaining 11½ per turn . . .	2,608	7 6	Balance in hand for January settlement . . .	643	13 2
£.	3,240	1 8	£.	3,240	1 8

Note.—These sums, with those of the pilotage for foreign vessels, form part of the pilotage rates of the Port of London included in the general return.

Trinity House, London, }
July 1902.

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

TRINITY HOUSE, LONDON.—THAMES NORTH CHANNEL PILOTS.

ACCOUNT of LANDING MONEY received on behalf of the CUTTERS cruising at the *Sunk*, in the Year ending 31st December 1901.

RECEIPT.			EXPENDITURE.		
	£.	s. d.		£.	s. d.
Balance from last year's account . . .	154	1 -	Amount paid over to North Channel pilots at intervals of eight weeks . . .	896	- -
Amount collected at the Trinity House . . .	887	19 -	Amount paid for stationery . . .	4	18 6
£.	1,042	- -	Balance to next year's account . . .	141	1 6
			£.	1,042	- -

Trinity House, London, }
July 1902.

Chas. A. Kent, Secretary.
D. Keigwin, Principal Clerk.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

LONDON DISTRICT AND TRINITY HOUSE OUTPORT DISTRICTS.

RULES and REGULATIONS.

See p. 232 of Parl. Paper, No. 154 of 1889.

NAMES of PILOTS.

Channel Pilots (Gravesend to Dungeness and Orfordness).

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, F. E. T. -	45	Dyos, W. L. -	30	Jackson, W. C. -	50	Posgate, R. B. -	55
Barton, W. R. -	65	Edgley, J. -	68	Kennedy, T. J. -	54	Redman, H. J. -	57
Brown, S. H. -	60	Ellison, J. -	59	Larkins, W. H. -	45	Rhodes, T. -	55
Browne, J. G. -	30	Ellison, J. J. -	45	Letten, J. R. H. -	59	Sandford, G. -	55
Brufton, F. W. -	47	Fisher, A. R. -	50	Lygo, T. H. -	47	Sandford, T. G. -	59
Busby, J. L. -	64	Forss, H. -	64	Martin, B. -	62	Scott, C. -	62
Chapman, H. P. -	50	Geach, W. A. -	67	Morris, B. L. -	26	Scott, J. G. -	49
Cole, D. -	49	Gillard, S. -	55	Mulley, D. T. -	51	Scouler, H. E. J. -	58
Cole, J. E. -	58	Gillett, J. A. -	45	Mulley, W. -	61	Smith, A. -	65
Comben, W. C. -	51	Grant, G. -	52	Newman, G. F. -	60	Smith, J. A. -	40
Couves, A. J. -	59	Hill, A. W. -	30	Nightingale, A. H. -	30	Spiers, A. -	49
Couves, W. C. -	68	Hogg, T. -	61	Orrick, R. -	61	Stanley, T. -	70
Daff, T. A. -	50	Hogg, C. -	26	Penney, S. -	54	Whitaker, T. H. -	61
Daines, R. B. -	54	Hubbard, S. H. -	56	Pentin, P. J. -	55	Wyatt, J. H. -	44
Davis, T. C. -	27	Humphreys, G. D. -	57	Pettman, G. A. -	57	Youngman, F. B. -	53
Davis, H. -	39	Humphreys, J. J. -	55	Posgate, G. E. -	54	Youngs, G. W. -	50
Donaldson, E. -	28						

River Pilots (London Bridge to Gravesend, and vice versa).

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, W. T. -	36	Fothergill, J. H. (No. 2). -	31	Liley, E. R. -	40	Read, Alfred -	58
Baldwin, W. -	41	Gee, R. -	32	Livett, T. -	31	Read, Arthur -	68
Bates, A. H. -	40	Goodhew, J. A. H. -	39	Luck, E. J. -	47	Reader, J. -	58
Beard, W. G. -	55	Giles, G. -	29	Markham, G. -	44	Richards, T. W. -	34
Bennett, G. A. -	32	Green, A. -	54	Mee, W. C. -	42	Sandford, A. L. -	39
Bray, P. -	36	Groves, G. H. -	43	Mitchell, J. J. A. -	45	Sandford, W. H. -	57
Burrell, R. E. -	30	Gunn, J. -	56	Oates, F. M. -	33	Savage, W. J. -	57
Chaney, G. W. -	44	Harvey, H. A. -	32	Oates, J. J. -	57	Silvester, G. -	39
Clements, J. H. -	36	Henderson, J. H. -	53	Parkinson, J. H. -	30	Spiers, G. -	57
Couves, A. F. -	45	Hocken, E. -	44	Pattinson, A. -	39	Spiers, J. -	61
Dean, G. W. -	28	Holland, A. H. -	32	Payne, G. F. -	61	Spiers, S. -	46
Denton, E. J. -	57	Holland, R. H. -	57	Payne, W. F. -	65	Stanley, G. R. -	55
Doust, E. -	59	Holland, W. E. -	30	Peirce, W. J. -	62	Walden, W. H. -	36
Doust, G. -	54	Hollington, T. R. J. -	29	Pentin, J. D. -	52	Walker, G. -	42
Doust, J. -	45	Hollington, T. R. J. -	29	Peakett, C. J. -	31	Walker, J. C. -	47
Edgley, G. -	40	Letten, C. J. -	36	Pritchard, J. -	36	Webber, F. T. -	30
Foster, J. T. -	40	Letten, R. W. -	45	Purves, G. -	42	West, R. -	54
Fothergill, J. H. -	63	Letten, T. G. -	29	Rae, H. E. -	50	White, J. -	35
						Williams, H. -	31

Pilots for Home Trade Steam Passenger Ships (London Bridge to Gravesend, and vice versa).

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, C. M. T. -	39	Cavell, J. -	59	Mills, E. -	48	Smith, G. -	53
Allen, E. J. -	37	Gardner, G. W. -	53	Moore, J. P. -	61	Sparrow, J. J. -	51
Bigg, J. E. -	55	Goodsall, H. -	46	Moore, J. W. -	41	Targett, H. H. -	37
Bigg, T. -	51	Holland, J. R. -	43	Pattison, I. T. J. -	46	Tracey, W. -	45
Bishop, W. -	68	Jones, E. -	60	Prior, J. W. -	41	Webber, W. C. -	62
Cavell, H. -	48	Liley, E. -	50				

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND--continued.

NAMES of PILOTS--continued.

Pilots for Exempted Vessels only (London Bridge to Gravesend, and vice versa).

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Allen, J. -	76	Henderson, J. C. -	49	Parkinson, J. T. -	48	Squire, T. -	66
Batch, G. -	56	Holland, J. J. -	55	Parkinson, R. J. -	55	Stafford, E. G. -	48
Bowen, W. S. -	41	Jones, S. J. -	45	Parkinson, W. G. -	44	Turner, H. E. -	36
Braine, G. D. -	44	Jury, E. W. -	51	Pattison, G. A. -	50	Twist, J. P. -	53
Cavell, W. E. H. -	54	Jury, F. W. -	41	Pope, R. H. -	63	Voss, G. -	53
Cock, E. J. -	59	Kennaird, W. J. -	53	Preddy, C. R. -	51	Walker, R. H. -	53
Creed, E. H. -	44	Langman, T. -	56	Preddy, R. -	42	Waterson, C. A. -	40
Deal, R. -	65	Liley, J. B. -	40	Raine, T. O. -	71	Watkins, C. R. T. -	53
Dean, G. A. -	58	Lukes, J. -	58	Richbell, W. E. -	51	Watkins, J. J. -	51
Doust, J. L. -	54	Marshall, J. H. -	53	Row, H. R. -	51	Watkins, T. G. -	55
Drake, H. -	37	Matthews, C. -	43	Row, J. C. -	45	White, F. C. P. -	48
Elliott, J. T. -	68	Matthews, W. -	37	Sinclair, H. -	41	White, W. -	58
Funge, G. -	50	Owen, A. R. -	48	Simmons, W. W. -	50	White, W. H. -	38
Funge, J. A. -	53	Parkinson, C. -	50	Skelton, J. H. -	43	Williams, A. W. -	44
Galler, T. W. G. -	51	Parkinson, G. -	44	Smith, E. -	37	Williams, W. S. -	41
Hall, C. R. -	59	Parkinson, H. -	52	Smith, E. P. -	44	Wiseman, W. -	47
Hayward, W. J. -	59	Parkinson, J. -	53	Smith, R. -	47	Young, W. J. -	64
Hinton, H. -	37						

Cinque Ports Pilots (Dungeness to Gravesend).

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
Adams, E. -	61	Cotton, J. -	53	Hamilton, J. M. -	33	Newing, E. -	50
Allen, W. E. -	55	Denne, T. W. -	65	Hawksheld, J. B. -	57	Ougham, G. -	55
Anderson, M. -	32	Dunn, W. L. -	54	Holbrook, C. E. -	34	Ovenden, G. T. -	74
Arnold, J. F. -	54	Eastman, W. T. -	56	Hood, T. H. -	27	Paton, W. H. -	50
Arnold, S. C. F. -	36	Evans, W. J. -	35	Hood, W. R. -	51	Paige, C. H. -	51
Baxter, J. -	55	Fenn, E. G. -	39	Howgego, C. G. -	41	Perkins, J. B. -	64
Beer, B. M. -	67	Finnis, G. W. -	55	Howgego, J. -	70	Peverley, W. C. -	51
Belchamber, S. -	65	Finnis, P. B. W. -	31	Howgego, W. H. -	33	Pont, H. T. -	54
Blaxland, T. -	50	Finnis, W. H. -	31	Hughes, J. F. H. -	53	Ralph, W. -	59
Blaxland, W. T. -	67	Fletcher, W. -	27	Jago, W. E. -	38	Ransom, A. G. -	40
Bowles, A. F. -	49	Foster, B. F. -	34	Lacey, W. H. -	31	Ransom, W. -	75
Burden, E. W. -	59	Gann, W. W. -	35	Leyland, H. -	53	Reynolds, J. -	69
Bussey, G. A. -	34	Gibbons, M. J. -	61	Mackie, J. B. -	51	Rigden, D. T. -	54
Bussey, G. J. -	64	Godden, T. G. -	69	Mackie, J. S. -	69	Rigden, E. -	59
Bussey, W. J. -	30	Greenhalgh, W. H. -	54	Magub, H. -	50	Robey, C. J. -	33
Camburn, T. C. -	54	Groves, F. C. -	35	Malley, M. T. -	31	Roberts, H. E. -	28
Cannell, W. F. S. -	34	Harrison, G. -	57	Marsh, H. F. -	57	Rogers, L. W. -	49
Carlton, H. -	37	Harrison, S. K. -	53	Martin, J. S. -	30	Walker, J. M. -	62
Carlton, O. W. -	31	Harrison, W. C. -	66	Moon, W. -	66	Waters, W. B. -	30
Chapman, E. -	32	Hart, W. -	51	Mundy, E. -	56	Wilbraham, W. G. -	57
						Wrake, C. H. -	55

North Channel Pilots (Orfordness to Gravesend).

NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.	NAMES.	Ages.
<i>Aldeburgh.</i>		<i>Southwold.</i>		<i>Lowestoft.</i>		<i>Yarmouth.</i>	
Almond, J. W. -	61	Brown, A. J. -	47	Chandler, A. W. -	50	Beddingfield, R. M. -	53
Barber, J. S. -	51	Claxton, R. -	62	Cook, F. -	59	Fisher, A. E. -	61
Bell, J. W. -	52	Collis, C. -	55	Elven, J. J. -	57	Fisher, E. G. -	57
Clothier, W. R. -	41	Ecclestone, J. -	54	Munnings, J. -	66	Foxzard, J. -	66
Flick, F. W. -	53	Elmy, G. -	64	Osborn, F. S. -	53	Green, J. -	49
Kemp, R. F. -	36	Griffiths, W. T. -	56	Tansley, F. J. -	55	Kemp, J. -	50
Sawyer, E. -	51	Herrington, J. -	53	Titmouth, W. G. -	61	Ward, A. J. -	54
Smith, F. W. -	30	Tansley, J. -	46			Wayther, W. E. -	55
Springett, C. -	57					Whitnal, S. J. -	55
Sutton, W. J. -	42						
Thorpe, G. E. -	49						

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*NAMES of PILOTS—*continued.**Colchester Pilots.*

NAME.	Age.	NAME.	Age.
Bates, J. C. - - - - -	58	Salmon, J. B. - - - - -	49

Maldon Pilots.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Stebbins, J. - - - - -	66	Chaney, C. - - - - -	59	Austin, F. - - - - -	34

Rochester Pilots for Compulsory Vessels.

NAME.	Age.	NAME.	Age.	NAME.	Age.
Barber, E. - - - - -	69	Beck, C. H. - - - - -	42	Clark, E. J. - - - - -	60

Rochester Pilots for Exempted Vessels.

NAMES.	Ages.	NAMES.	Ages.	NAME.	Age.	NAME.	Age.
Kinganorth, W. Jno.	70	Parrott, J. J. - - -	64	Wigley, J. R. - - -	58	Wood, W. J. - - -	65
Kingsnorth, W. Jas.	42	Wigley, G. W. - - -	35				

Stationed at Harwich.

NAME.	Age.
Wilson, R. - - - - -	68

SUMMARY OF THE LONDON DISTRICT PILOTS.

	Number.
Channel Pilots - - - - -	65
River Pilots - - - - -	72
River Pilots for Home Trade Steam Passenger Ships - - - - -	22
River Pilots for Exempted Vessels only - - - - -	69
Cinque Ports Pilots - - - - -	81
North Channel Pilots - - - - -	35
	344
Colchester - - - - -	2
Maldon - - - - -	3
Rochester - - - - -	3
Rochester for Exempted Ships - - - - -	6
Harwich - - - - -	1
TOTAL LONDON DISTRICT - - - - -	359

TABLE of the Rates of Pilotage to be demanded and received by Pilots licensed by the Corporation of Trinity House of Deptford Strond, or acting as such under the authority of the Acts of Parliament, 6 Geo. IV., cap. 125, 16 & 17 Vict. cap. 129, 17 & 18 Vict. cap. 104, and 57 & 58 Vict. cap. 60, for piloting Ships and Vessels within the limits in the said Table mentioned.

See p. 150 of Parl. Paper, No. 268 of 1901.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

AMOUNT received for PILOTAGE of VESSELS
(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.					
	COASTERS.				OVERSEA.	
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
From Dungeness to Gravesend - -	-	-	-	-	5	33 7 6
From Dover to Gravesend - - -	-	-	-	-	-	-
From Downs, Orfordness, &c. to Gravesend.	-	-	18	124 19 4	-	-
From Lowestoft to Gravesend - -	-	-	-	-	-	-
From Sea to Nore - - - - -	-	-	-	-	-	-
From Sea to Harwich - - - - -	2	6 6 -	2	5 10 3	2	7 7 -
In and out of Dover, Ramsgate, &c. -	1	1 10 -	10	36 13 7	-	-
From Isle of Wight to Gravesend -	-	-	1	12 9 6	-	-
From Plymouth to Gravesend - -	-	-	-	-	-	-
From Gravesend to London - - -	2	2 16 -	3,029	3,827 1 3	-	-
From Gravesend to Deptford - - -	1	1 15 6	175	204 19 8	-	-
From Gravesend to Royal Albert Docks, &c.	-	-	706	977 1 8	-	-
From Gravesend to Dagenham Breach	-	-	133	157 5 8	-	-
From Gravesend to Dartford Creek -	-	-	2	3 10 -	-	-
From Gravesend to Broadness - -	-	-	107	57 18 6	-	-
Transporting, Distance Money, Moor- ing and Unmooring, &c.	2,811	3,648 9 4	-	-	-	-
Shipping Money for putting Pilots on board Vessels.						
	Number of Vessels.	Amount.				
		£. s. d.				
British Coasters	32	62 18 -				
British Oversea	2,324	5,982 16 -				
Foreign Oversea	2,131	4,529 7 -				
TOTAL - -	4,487	10,575 1				
TOTAL - - -	-	3,660 16 10	-	5,407 9 5	-	40 14 6

(2.)—OUTWARDS.

From Gravesend to Dungeness - -	-	-	-	-	-	-
From Gravesend to Dover - - -	-	-	2	14 16 -	-	-
From Gravesend to Downs, Orfordness, &c.	-	-	2	13 15 -	1	3 12 -
From Gravesend to Isle of Wight -	-	-	-	-	-	-
From London to Gravesend - - -	-	-	2,648	3,649 3 11	-	-
From Deptford to Gravesend - - -	-	-	191	235 3 5	1	3 14 3
From Royal Albert Docks, &c. to Gravesend.	-	-	583	798 2 9	-	-
From Dagenham Breach to Gravesend	-	-	137	170 8 9	-	-
From Dartford Creek to Gravesend -	-	-	18	23 19 3	-	-
From Broadness to Gravesend - -	-	-	52	59 11 6	-	-
From Harwich to Sea - - - - -	-	-	14	23 12 6	-	-
TOTAL - - -	-	-	-	4,983 13 4	-	7 6 3

Note.—In this return the number of vessels (both inwards and outwards) has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

Into and Out of the Port of *London*, in 1901.

(1.)—INWARDS.

BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.			
OVERSEA.				OVERSEA.							
Towed by Steam.				Not Towed by Steam.		Towed by Steam.					
No.	Amount.			No.	Amount.	No.	Amount.	No.	Amount.		
	£.	s.	d.		£.	s.	d.		£.	s.	d.
1,841	22,092	16	-	8	61	5	6	660	6,129	16	9
27	324	4	-	-	-	-	-	10	96	14	-
267	2,098	1	3	36	301	8	4	1,208	8,861	15	8
49	576	15	9	-	-	-	-	-	-	-	-
1	3	8	-	10	49	2	6	15	68	5	8
44	139	3	3	24	88	15	9	66	210	-	6
21	60	3	6	15	46	11	5	88	272	18	8
231	4,399	5	-	-	-	-	-	1	10	2	6
1	12	18	-	-	-	-	-	-	-	-	-
3,579	7,987	17	7	3	5	1	-	3,170	8,035	15	11
556	2,079	8	-	2	8	8	3	180	489	10	2
841	3,538	12	4	4	4	13	6	153	505	2	10
2	2	12	5	-	-	-	-	6	13	9	8
57	180	17	7	2	2	4	6	48	96	14	4
310	625	14	-	2	1	12	6	212	259	15	9
-	-	-	-	-	-	-	-	-	-	-	-
-	44,121	11	8	-	564	3	3	-	25,050	2	3
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
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(2.)—OUTWARDS.

71	683	13 3	-	- - -	4	27 4 9	55	710 18 -
1,362	14,396	17 -	-	- - -	403	3,271 - 7	1,767	17,682 13 10
616	4,754	1 11	-	10 9 5	1,046	5,456 17 5	1,667	10,238 15 9
207	4,774	4 2	-	- - -	1	15 8 -	208	4,789 12 10
2,630	5,343	9 11	2	8 - -	2,450	4,631 10 4	7,730	13,627 4 2
625	2,275	7 7	-	- - -	177	434 8 8	904	2,943 13 11
803	3,252	- 10	1	1 10 -	181	478 2 5	1,568	4,524 16 -
4	9	7 2	-	- - -	4	5 8 5	145	185 4 4
41	88	2 11	-	- - -	27	47 4 3	86	159 6 5
220	439	17 -	-	- - -	85	153 - 9	357	652 9 3
9	18	8 10	11	19 5 10	19	34 15 -	53	95 17 2
-	36,035	5 7	-	34 5 3	-	14,555 1 3	-	55,616 11 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

OUTPORT DISTRICTS.

General Remarks, &c.—In the following classified returns of the amount received for pilotage at the Trinity House outports the number of vessels has not, in all cases, been totalled, because in many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

ABERDOVEY.

NAMES of PILOTS.

Nicholas, J. - aged 65 | Morris, H. - - aged 65 | Rowlands, H. - aged 47 | Williams, O. - aged 60

RATES of PILOTAGE.

See p. 252 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.		
	COASTERS.				OVERSEA.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
From Sea to Aberdovey -	19	£. s. d. 9 5 6	28	£. s. d. 39 14 -	1	£. s. d. 3 - -	1	£. s. d. 5 6 -	3	£. s. d. 16 16 -	3	£. s. d. 27 10 -	57	£. s. d. 110 8 6	
(2.)—OUTWARDS.															
From Aberdovey to Sea -	19	16 16 6	30	33 3 6	-	-	-	1	1 - -	3	5 8 -	1	- 11 -	54	60 19 -

(2.)—OUTWARDS.

From Aberdovey to Sea -	19	£. s. d. 16 16 6	30	£. s. d. 28 2 6	-	£. s. d. - - -	1	£. s. d. 1 - -	3	£. s. d. 5 8 -	1	£. s. d. - 12 -	34	£. s. d. 60 18 -
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BARROW.

NAMES of PILOTS.

Charnley, H. - aged 41 | Charnley, W. K. - aged 35 | Baby, H. - aged 33 | Simpson, T. - aged 58
 Charnley, E. R. - - 31 | Crane, J. G. - - 25 | Baby, W. A. - - 31 | Wright, J. R. - - 40
 Charnley, R. - - 33 | Curwen, W. F. - - 46

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Barrow	2	£. s. d. 1 10 -	20	£. s. d. 26 1 -	1	£. s. d. 9 - -	111	£. s. d. 645 9 -	1	£. s. d. 8 16 -	64	£. s. d. 561 - 5	219	£. s. d. 1,261 16 5
From Pier to Barrow	3	£. s. d. 1 17 6	61	£. s. d. 68 17 5	-	£. s. d. - - -	2	£. s. d. 1 9 6	-	£. s. d. - - -	1	£. s. d. 2 9 6	67	£. s. d. 61 12 11
From Sea to Pier	3	£. s. d. 1 11 6	9	£. s. d. 7 15 5	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	2	£. s. d. 1 12 5	13	£. s. d. 10 19 4
TOTAL	7	£. s. d. 4 19 -	110	£. s. d. 99 13 10	1	£. s. d. 9 - -	113	£. s. d. 646 17 6	1	£. s. d. 8 16 -	67	£. s. d. 563 2 4	219	£. s. d. 1,234 8 8

(2.)—OUTWARDS.

From Barrow to Sea -	-	£. s. d. - - -	4	£. s. d. 4 10 0	-	£. s. d. - - -	115	£. s. d. 509 18 7	-	£. s. d. - - -	63	£. s. d. 348 7 -	201	£. s. d. 863 5 4
From Pier to Sea -	-	£. s. d. - - -	63	£. s. d. 47 9 6	-	£. s. d. - - -	4	£. s. d. 5 9 4	-	£. s. d. - - -	-	£. s. d. - - -	67	£. s. d. 53 9 20
From Pier to Barrow Assistance, &c. -	25	£. s. d. 24 9 17	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	25	£. s. d. 24 9 17
TOTAL - - -	25	£. s. d. 27 - 11	66	£. s. d. 62 9 8	-	£. s. d. - - -	120	£. s. d. 515 16 8	-	£. s. d. - - -	63	£. s. d. 351 7 5	215	£. s. d. 947 14 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

BEAUMARIS.

NAMES of PILOTS.

Roberts, J. - aged 63	Roberts, W. - aged 44	Evans, R. - - aged 31
Pritchard, W. - - 48	Roberts, D. C. - - 40	Roberts, John - - 62
Edwards, W. - - 63	Hughes, W. - - 78	Roberts, W., jun. - 29
Jones, W. - - 69		

RATES of PILOTAGE.

See p. 253 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.		Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Beaumaris	6	6 12 -	10	14 12 5	1	8 7 6	1	1 10 1	3	6 7 -	3	16 8 -	24	48 17 -
From Port Dinorwic to Cadnant	144	88 10 -	230	88 16 6	-	- - -	-	- - -	-	- - -	-	- - -	374	97 6 6
From Carnarvon to Cadnant	6	4 17 -	44	17 6 -	-	- - -	-	- - -	-	- - -	-	- - -	50	22 8 -
TOTAL	156	49 19 -	284	90 14 11	1	8 7 6	1	1 10 1	3	6 7 -	3	16 8 -	450	168 4 6

(2.)—OUTWARDS.

From Beaumaris to Sea - -	-	- - -	4	3 - -	-	- - -	3	4 10 -	-	- - -	4	- - -	7	7 10 -
From Cadnant to Port Dinorwic	104	31 12 -	375	106 7 6	-	- - -	-	- - -	-	- - -	-	- - -	379	138 - 6
From Cadnant to Carnarvon -	1	- 10 -	24	13 17 6	-	- - -	-	- - -	-	- - -	-	- - -	27	14 7 6
Assistance, &c. - - -	3	8 8 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	3	8 8 -
TOTAL - - -	107	35 8 -	315	123 5 -	-	- - -	3	4 10 -	-	- - -	-	- - -	435	163 8 -

BRIDGWATER.

NAMES of PILOTS.

O'Brien, J. - - aged 64	Griffiths, T. (No. 1) aged 74	Griffiths, B. - - aged 45	Clapp, G. - - aged 46
Surfield, T. - - 57	Griffiths, T. (No. 2) - 47	King, H. J. - - 35	King, F. J. - - 30
Baker, W. - - 56	Hobbs, W. - - 67		

RATES of PILOTAGE.

See p. 254 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Bridgwater	-	-	81	49 - -	-	-	8	8 19 -	45	110 18 -	101	168 17 -
From Burnham to Bridgwater	75	23 8 -	745	191 6 10	1	- 7 6	-	-	-	-	821	215 9 4
From Sea to Burnham	-	-	18	11 19 8	-	-	-	-	-	-	18	11 19 8
TOTAL	75	23 8 -	814	262 6 4	1	- 7 6	8	8 19 -	45	110 18 -	840	395 18 10

(2.)—OUTWARDS.

From Bridgwater to Sea - -	3	1 5 -	25	35 12 -	-	- - -	2	4 17 4	38	78 5 9	64	119 - 3
From Bridgwater to Burnham	15	6 1 6	375	102 4 8	-	- - -	-	- - -	-	- - -	390	108 6 12
From Burnham to Sea - -	-	- - -	11	13 4 6	-	- - -	-	- - -	-	- - -	19	13 4 6
TOTAL - - -	17	7 6 6	419	141 - 11	-	- - -	2	4 17 6	38	78 5 9	473	231 10 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

BRIDPORT.

NAMES of PILOTS.

Shekel, J. aged 66 | Gale, R. aged 62

RATES of PILOTAGE.

See p. 256 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Bridport -	50	£. s. d. 33 6 3	-	£. s. d. - - -	-	£. s. d. - - -	5	£. s. d. 11 13 3	2	£. s. d. 3 9 -	58	£. s. d. 48 8 6		

(2.)—OUTWARDS.

From Bridport to Sea -	54	37 17 9	1	2 8 -	-	- - -	5	4 10 9	2	- 19 6	62	45 16 -
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CAERNARVON.

NAMES of PILOTS.

Jones, R. aged 48 | Jones, H. aged 34 | Jones, W. aged 30
Williams, T. 62 | Hughes, R. 51 | Jones, R. (No. 2) 46

RATES of PILOTAGE.

See p. 257 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Outer Buoy to Caernarvon	26	£. s. d. 23 17 -	13	£. s. d. 6 16 3	1	£. s. d. - 15 -	-	£. s. d. - - -	2	£. s. d. 4 13 9	2	£. s. d. 4 17 7	56	£. s. d. 30 16 7
From Outer Buoy to Port Dinorwic	2	£. s. d. 2 11 -	1	£. s. d. - 15 -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	-	£. s. d. - - -	4	£. s. d. 2 6 -
TOTAL	28	£. s. d. 26 8 -	14	£. s. d. 7 11 3	1	£. s. d. - 15 -	-	£. s. d. - - -	2	£. s. d. 4 13 9	2	£. s. d. 4 17 7	60	£. s. d. 34 4 7

(2.)—OUTWARDS.

From Caernarvon to Outer Buoy -	51	£. s. d. 26 9 -	30	£. s. d. 19 13 9	1	£. s. d. - 15 -	-	£. s. d. - - -	2	£. s. d. 1 15 -	1	£. s. d. - 17 -	85	£. s. d. 56 9 9
From Port Dinorwic to Outer Buoy	-	£. s. d. - - -	1	£. s. d. - 15 4	-	£. s. d. - - -	-	£. s. d. - - -	1	£. s. d. 1 5 -	-	£. s. d. - - -	2	£. s. d. 2 3 4
TOTAL . . .	51	£. s. d. 26 9 -	31	£. s. d. 19 11 1	1	£. s. d. - 15 -	-	£. s. d. - - -	3	£. s. d. 2 - -	1	£. s. d. - 17 -	87	£. s. d. 60 13 1

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

CARLISLE.

NAMES of PILOTS.

Coulthard, W. - aged 77 | Kea, T. - aged 69 | Pape, T. - aged 37

RATES of PILOTAGE.

See p. 258 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Maryport to Silloth -	2	£. s. d. 4 4 -	6	8 14 11	-	£. s. d. - - -	2	£. s. d. 5 6 6	2	£. s. d. 2 6 -	7	£. s. d. 19 14 1	19	£. s. d. 40 6 5
From Silloth to Annan -	-	- - -	14	13 14 11	-	- - -	-	- - -	-	- - -	-	- - -	14	13 14 11
TOTAL - - -	2	4 4 -	20	22 9 10	-	- - -	2	5 6 6	2	2 6 -	7	19 14 1	28	44 1 4

(2.)—OUTWARDS.

From Silloth to Maryport -	-	- - -	8	11 2 6	-	- - -	-	- - -	-	- - -	7	13 - -	15	24 2 6
Assistance, &c. - - -	1	1 5 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 5 -
TOTAL - - -	1	1 5 -	8	11 2 6	-	- - -	-	- - -	-	- - -	7	13 - -	16	25 7 6

COLCHESTER.

NAMES of PILOTS.

See London District.

RATES of PILOTAGE.

See p. 259 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.		OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Fyfelet to Colchester	-	-	1	1 - 3	-	-	-	-	-	-	6	7 - 6	1	1 1 -	8	9 1 9		
From Fyfelet to Wivenhoe	-	-	13	7 9 2	-	-	2	1 3 8	-	-	9	7 4 6	2	1 4 -	23	17 1 4		
From Eastness to Colchester	-	-	-	-	-	-	-	-	-	-	-	-	1	1 5 6	1	1 5 6		
From Eastness to Wivenhoe	-	-	-	-	-	-	-	-	-	-	4	7 4 7	1	3 8 2	5	10 23 10		
From Eastness to Fyfelet	-	-	-	-	-	-	-	-	-	-	-	-	1	- 15 7	1	- 12 7		
From Eastness to Slingate	-	-	-	-	-	-	1	2 2 -	1	-	-	-	-	1	3 2 -	-	-	
TOTAL	-	-	14	8 9 5	-	-	3	3 6 8	-	-	10	21 9 7	6	7 13 4	20	40 17 -		

(2.)—OUTWARDS.

From Colchester to Fyfelet -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 - -	-	- - -	1	1 - -
From Wivenhoe to Fyfelet -	2	1 7 -	6	3 1 8	-	- - -	2	1 13 3	-	- - -	2	3 10 4	23	13 - 1
From Fyfelet to Sunk - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	2	3 6 -	2	3 6 -
TOTAL - - -	2	1 7 -	6	3 1 8	-	- - -	2	1 13 3	-	- - -	4	6 2 4	25	17 6 1

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

DARTMOUTH.

Definition of Limits.—From Bob's Nose to the Start and *vice versa*, and into and out of all ports and places within those limits.

NAMES of PILOTS.

Moses, C. H. - - - aged 62	Coaker, S. - - - aged 54	Crocker, T. F. - - - aged 42
Tucker, T. - - - 60	Wright, W. - - - 51	Bird, J. L. - - - 41
Dyer, J. B. - - - 51	Bryan, F. J. - - - 49	Pillar, J. P. - - - 41
Weatherdon, F. C. - - 53	Kelland, W. R. - - - 52	Galzias, S. - - - 39

RATES of PILOTAGE.

Ships boarded without the run of the Mewstone East or the Blackstone West are to pay as follows for pilotage at—

DARTMOUTH.		Inwards.	Outwards.
		Per Foot.	
		s. d.	
Ships drawing 10 feet water and under	- - -	2 6	Two-thirds of the said rates.
Above 10 to 12 feet	- - -	3 0	
" 12 to 14 feet	- - -	3 6	
" 14 to 16 feet	- - -	4 0	
" 16 feet	- - -	5 0	

Steamships putting into Dartmouth Harbour for coal only are to pay for pilotage in and out the rate above provided for inwards only.

Vessels calling for despatches only are to pay for pilotage in and out the rate above provided for inwards only.

If boarded within the above-named line they are to pay one-half the above-named rates.

If boarded within the Castle they are to pay one-quarter the above-named rates, subject to the circumstances of weather, &c. under which the service may be performed, which circumstances are to be considered and allowed for by the Sub-Commissioners.

Ships boarded without the run of Bob's Nose or Berry Head are to pay as follows for pilotage at—

BRIXHAM or TORQUAY.		Inwards.	Outwards.
		Per Foot.	
		s. d.	
Ships drawing 10 feet water and under	- - -	1 6	Two-thirds of the said rates.
Above 10 to 12 feet	- - -	2 0	
" 12 to 14 feet	- - -	2 6	
" 14 to 16 feet	- - -	3 0	
" 16 feet	- - -	3 6	

If boarded within the above-named line they are to pay one-quarter part less.

If boarded half a mile only from the outer piers, vessels of all sizes are to pay 1s. per foot of their draft of water.

The pilotage to Tor Bay is not compulsory, but should the master of any vessel choose to employ a pilot to the anchorage therein, the pilotage is to be two-thirds less than that for the harbours of Brixham and Torquay.

Vessels bound to Teignmouth with a Teignmouth pilot on board, and piloted from Tor Bay to Bob's Nose by a Dartmouth pilot, shall pay for such service 1d. per foot.

The several pilotage rates above specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

Masters of ships taking a pilot at sea, viz., two leagues or more from the harbour's mouth, are to pay according to circumstances attending the hazard run, assistance required, &c., which is to be regulated, in case of dispute, by the Sub-Commissioners. The pilot is to provide a proper tow-boat and crew, consisting of at least four men, for whose services he shall be allowed to charge 2s. 6d. per man per day in addition to the rate of pilotage; and in case of dispute the same shall be settled by the Sub-Commissioners, and the assistants rewarded according to the risk, time, and trouble.

Steamships (passenger) engaged in the coasting trade are to pay for pilotage services both in and out of Dartmouth Harbour one rate only as follows for—

	s. d.
Steamships drawing 16 feet water and under	2 0 per foot.
Above 16 feet water to 18 feet	2 3 "
" 18 feet water to 20 feet	2 9 "
" 20 feet	3 0 "

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Harbour - -	6	£. s. d. 9 1 4	80	102 2 6	2	£. s. d. 4 6 10	183	£71 10 6	4	£. s. d. 10 1 3	302	£66 7 3	576	£152 10 1

(2.)—OUTWARDS.

From Harbour to Sea - -	-	- - -	86	76 16 8	-	- - -	37	79 14 3	1	£. s. d. 2 - -	6	12 1 8	112	£89 12 6
Assistance, &c. - - -	3	20 15 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	8	20 15 -
TOTAL - - -	3	20 15 -	86	76 16 8	-	- - -	37	79 14 3	1	2 - -	6	12 1 8	120	£90 7 5

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

EXETER.

NAMES of PILOTS.

Pinecombe, T. G. - - aged 56	Thompson, G. - - aged 51	Wannell, W. C. - - aged 53
Stockman, H. G. - - 52	Carnell, C. H. - - 25	Pym, E. P. - - 56
Thompson, T. W. - - 54	Holman, W. H. - - 44	

RATES of PILOTAGE.

See p. 261 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Bight - -	20	19 4 3	88	121 13 6	3	8 14 -	17	33 14 9	4	19 14 8	39	75 7 4	161	349 8 4
From Bight to Turf - -	19	8 11 -	91	89 16 10	-	- - -	18	7 11 9	1	- - -	17	8 13 3	146	86 1 10
From Bight to Topsham - -	-	- - -	14	7 2 1	-	- - -	4	2 4 9	-	- - -	2	1 14 3	20	11 1 4
From Bar to Bight - -	4	4 11 -	22	81 6 7	1	3 - -	7	20 2 10	1	1 18 7	3	4 19 3	28	65 14 9
From Exmouth to Topsham	1	- 13 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 13 -
TOTAL - - -	44	23 19 8	215	199 19 -	4	11 14 -	40	63 14 1	6	12 18 1	61	90 13 11	366	611 18 2

(2).—OUTWARDS.

From Bight to Sea - -	1	3 2 10	-	- - -	-	- - -	2	4 7 5	-	- - -	3	4 - 3	6	10 11 8
From Turf to Bight - -	2	- 18 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	2	- 18 -
From Topsham to Bight - -	1	- 13 -	3	1 18 2	-	- - -	-	- - -	-	- - -	-	- - -	4	2 9 3
From Turf to Exmouth - -	2	- 19 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	2	- 19 -
From Topsham to Exmouth	13	10 8 -	3	- 10 6	-	- - -	-	- - -	-	- - -	-	- - -	16	12 7 4
From Nob to Turf - -	1	- 5 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- 5 -
From Bight to Bar - -	1	1 15 1	2	2 16 4	-	- - -	1	- 16 11	-	- - -	-	- - -	4	8 8 4
TOTAL - - -	24	17 1 11	7	5 13 -	-	- - -	3	5 4 4	-	- - -	3	4 - 3	37	21 18 0

FALMOUTH.

Definition of Limits.—From the Dodman to the Lizard and *vice versa*, and to and from and into and out of all ports and places within those limits.

NAMES of PILOTS.

Richards, M. - - aged 69	James, H. - - aged 55	Pascoe, W. - - aged 62	Dash, J. (2) - - aged 48
Andrew, C. - - 57	Angove, J. - - 55	Sawle, J. - - III	Green, H. T. - - 47
Bickford, N. W. - - 66	Watts, F. O. - - 56	Jenkin, T. - - 58	Collings, G. L. - - 45
Dash, W. - - 62	Chard, H. F. - - 56	Williams, S. - - 51	Fittock, J. H. - - 47
Andrew, B. - - 62	Green, R. - - 55	Andrew, J. - - 55	Fittock, C. - - 47
Andrew, E. J. - - 60	Sawle, J. - - 55	Dash, R. O. - - 53	Williams, J. - - 44
Dash, J. - - 59	Vincent, S. - - 54	Andrews, F. J. - - 54	Chard, W. J. - - 45
Lowry, S. F. - - 57	Hancock, F. - - 51	Vincent, P. - - 53	Bennet, R. - - 50
Andrew, H. - - 58	Ball, E. J. - - 49	Tregeagle, F. - - III	Burley, E. - - 34
Chard, A. - - 58	Scott, J. - - 52	Hodge, E. J. - - III	
Fittock, G. - - 57	Lowry, W. J. - - 56	Jenkin, C. - - 47	
Vincent, N. - - 56	Coward, T. H. - - 59	Barker, A. - - 46	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND--FALMOUTH--continued.

RATES of PILOTAGE.

From	To	8 feet and under.	8 to 10	11	12	13	14	15	16	17	18	19	20	21	22	23
Sea	Any navigable part of Helford River, or to within an imaginary line drawn from the Light House on St. Anthony's Point to the Block House on Pendennis Point	s. d. 30 -	s. d. 85 -	s. d. 40 -	s. d. 45 -	s. d. 50 -	s. d. 55 -	s. d. 60 -	s. d. 70 -	s. d. 80 -	s. d. 90 -	s. d. 100 -	s. d. 120 -	s. d. 130 -	s. d. 140 -	s. d. 160 -
Inside an imaginary line drawn from the Manacles to the Dodman	Ditto -	s. d. 20 -	s. d. 21 -	s. d. 25 -	s. d. 30 -	s. d. 33 -	s. d. 36 -	s. d. 40 -	s. d. 46 -	s. d. 53 -	s. d. 60 -	s. d. 66 -	s. d. 80 -	s. d. 86 -	s. d. 98 -	s. d. 100 -
Inside an imaginary line drawn from the Light House on St. Anthony's Point to the Block House on Pendennis Point	Carrick Roads, Falmouth Inner Harbour, St. Mawes Harbour, and St. Just Pool	s. d. 10 6	s. d. 13 -	s. d. 16 6	s. d. 18 6	s. d. 20 -	s. d. 23 -	s. d. 24 -	s. d. 26 6	s. d. 29 6	s. d. 33 -	s. d. 37 -	s. d. 41 6	s. d. 46 -	s. d. 53 6	s. d. 59 -
Inward pilotage as above.																
Outward Pilotage, 2s. 6d. per foot of the draught of water.																
Carrick Roads and vice versa	Falmouth Inner Harbour, St. Mawes Harbour, and St. Just Pool	1s. 6d. per foot of the draught of water.														
Ditto	Restrongnet	2s. per foot of the draught of water.														
Ditto	Malpas	2s. 6d. per foot of the draught of water.														

For vessels exceeding 23 feet, an increase for each foot, or part of a foot, in the same proportion as between 22 and 23 feet.

The several pilotage rates above specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

No vessel is to be brought to an anchor outside an imaginary line drawn from the Light House on St. Anthony's Point to the Block House on Pendennis Point, unless at the express desire of the master, of which the pilot is to procure a certificate to entitle him to the pilotage; and no vessel is to be brought to an anchor between an imaginary line drawn from the Light House on St. Anthony's Point to the Block House on Pendennis Point and an imaginary line drawn from the Block House on Pendennis Point to Carrick North Point, or between the buoys of the Narrows, unless under circumstances of unavoidable necessity.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—FALMOUTH—*continued.*

Pilots kept on board vessels under way outside the harbour shall be entitled to the following scale of pay, viz. :—

For a duration of service not exceeding 6 hours						£.	s.	d.
Do.	do.	do.	6 do.	and not exceeding	24 hours	-	1	10 6
Do.	do.	do.	24 do.	do.	30 do.	-	1	11 6
Do.	do.	do.	30 do.	do.	48 do.	-	2	2 -
Do.	do.	do.	48 do.	do.	54 do.	-	2	12 6
Do.	do.	do.	54 do.	do.	72 do.	-	3	3 -

and so on in like proportion for such service; and pilots remaining on board vessels at anchor within the harbour, when requested by the master thereof so to do, or detained on board of vessels performing quarantine, shall receive the same rate of pay for such detention.

N.B.—No allowance for a pilot going on board a ship in the harbour to take her out, except in extremely bad weather, or when ships are on shore, or making signal of distress, in which cases a reasonable compensation is to be made.

Rate for vessels belonging to Truro, bound to or from that port, and not making signal for or otherwise requiring the services of a pilot :—

From	To	Rate.
Sea and <i>vice versa</i>	Carrick Roads	1d. per foot of the draught of water.

Rates of pilotage between Malpas and Truro and *vice versa*, with or without steam :—

				£.	s.	d.
Vessels under 36 register tons				-	8	-
36 tons and under	48 do.	-	-	-	10	-
48 do.	60 do.	-	-	-	12	-
60 do.	72 do.	-	-	-	14	-
72 do.	84 do.	-	-	-	16	-
84 do.	96 do.	-	-	-	18	-
96 do.	108 do.	-	-	-	1	-
108 do.	120 do.	-	-	-	2	-
120 do.	132 do.	-	-	-	4	-
132 do.	144 do.	-	-	-	6	-
144 do.	156 do.	-	-	-	8	-
156 do.	168 do.	-	-	-	10	-
168 do.	180 do.	-	-	-	12	-
For every 12 tons register above 180 tons				-	2	-

A reduction of one-third of the above rates to be made in the case of piloting inwards only.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1).—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Falmouth - - -	-	- - -	2	2 2 -	181	994 2 6	138	450 3 3	297	1,354 14 -	88	328 19 6	705	3,027 1 3
From Falmouth to Truro - - -	13	2 19 -	198	115 16 3	-	- - -	3	5 - -	-	- - -	31	31 14 9	255	155 10 -
Delivering Orders - - - -	-	417 16 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	45	417 16 -
Assistance, &c. - - - -	92	33 6 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	92	33 6 -
TOTAL - - -	150	514 8 -	200	115 18 3	181	994 2 6	141	455 3 3	297	1,354 14 -	109	357 14 3	1,078	3,691 16 3

(2).—OUTWARDS.

From Falmouth to Sea	-	-	4	3 7 4	15	34 4 9	261	441 3 9	141	396 7 3	152	300 17 8	594	1,068 - 8
From Truro to Falmouth	10	3 4 -	198	111 19 3	-	-	1	1 10 -	-	-	18	19 11 -	207	126 4 3
TOTAL	10	3 4 -	202	115 6 7	15	34 4 9	262	442 13 9	141	396 7 3	201	320 8 8	621	1,201 4 11

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

FLEETWOOD.

NAMES of PILOTS.

Gerrard, R. - - - aged 53	Ball, G. - - - aged 50	Fish, W. - - - aged 30
Grimshaw, G. - - - 38	M'Call, J. - - - 43	Wright, D. - - - 29
Helm, H. - - - 47	Edwards, S. - - - 46	Iddon, T. - - - 45

RATES of PILOTAGE.

See p. 267 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour . . .	6	£. s. d. 3 8 -	308	206 10 10	-	- - -	65	389 13 1	18	68 5 7	85	402 4 2	452	1,070 1 8

(2.)—OUTWARDS.

From Harbour to Sea - - -	2	£. s. d. 3 1 8	271	178 4 7	-	- - -	70	261 14 4	2	7 1 -	71	215 4 7	418	684 8 -
Assistance, &c. - - - -	54	29 2 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	54	29 2 -
TOTAL - - -	57	31 2 8	271	178 4 7	-	- - -	70	261 14 4	3	7 1 -	71	215 4 7	472	693 8 -

FOWEY.

NAMES of PILOTS.

Salt, John - - - aged 59	Dunn, M. - - - aged 63	Johns, W. C. - - - aged 34	Johns, R. - - - aged 70
Salt, James - - - 39	Johns, C. E. - - - 56	Clokes, W. - - - 49	Toms, C. - - - 39
Johns, M. - - - 56			

RATES of PILOTAGE.

See p. 267 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	62	23 1 10	29	23 3 8	4	1 2 -	3	8 11 -	43	57 4 1	92	134 14 2	338	280 17 10

(2.)—OUTWARDS.

From Harbour to Sea - - -	25	£. s. d. 8 5 -	54	28 9 -	3	3 17 8	8	16 19 8	16	12 16 5	93	132 19 7	190	263 7 4
Assistance, &c. - - - -	53	25 3 2	772	594 6 2	1	1 10 -	13	16 13 4	23	36 13 8	85	107 3 3	945	781 13 7
TOTAL - - -	78	23 8 2	826	622 16 2	4	5 7 8	21	32 16 -	47	49 10 1	178	240 2 10	1,164	983 19 11

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

H A R W I C H.

NAMES of PILOTS.

Rowlands, E. - - aged 63 | Horlock, R. R. - aged 65 | Horlock, S. H. - aged 58

RATES of PILOTAGE.

See p. 268 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	Mt.	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harwich -	-	-	-	-	-	-	6	17 6 6	-	-	22	58 8 6	28	75 12 -
From Rolling Grounds to Harwich -	-	-	-	-	-	-	-	-	-	-	11	17 6 6	11	17 6 6
From Harwich to Mistley -	14	13 8 9	6	6 12 6	1	1 2 9	2	3 3 -	-	-	-	-	23	24 7 -
From Mistley to Wrabness -	-	-	31	9 12 -	-	-	-	-	-	-	-	-	31	9 12 -
TOTAL -	14	13 8 9	37	16 4 6	1	1 2 9	8	20 9 6	-	-	33	75 12 -	53	120 17 6

(2.)—OUTWARDS.

From Harwich to Sea - - -	-	-	1	1 11 6	-	-	-	-	-	-	1	1 11 6	2	2 2 -
From Harwich to Rolling Grounds - - -	-	-	3	4 16 6	-	-	-	-	-	-	31	32 10 4	34	37 12 10
From Mistley to Harwich - - -	12	11 9 6	17	26 6 -	1	1 2 9	1	2 4 -	1	2 1 6	3	9 15 3	26	62 19 -
From Wrabness to Mistley - - -	-	-	-	-	-	-	-	-	1	- 10 8	-	-	1	- 10 8
Docking, &c. - - -	1	- 10 6	-	-	-	-	-	-	-	-	-	-	1	- 10 6
TOTAL - - -	13	12 - -	31	42 13 -	1	1 2 9	1	2 4 -	2	2 - 2	35	44 6 1	73	106 5 1

H O L Y H E A D.

NAMES of PILOTS.

Owen, W. - - aged 52 | Thomas, T. - aged 46 | Williams, O. - aged 45 | Owen, H. - - aged 4

RATES of PILOTAGE.

See p. 269 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No. Amount.		No. Amount.		No. Amount.		No. Amount.		No. Amount.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Holyhead - - -	-	£. s. d.	19	£. s. d.	31	£. s. d.	6	£. s. d.	12	£. s. d.	65	£. s. d.		
	-	-	19	19 12 11	31	87 17 2	6	12 18 9	12	48 1 6	65	163 6 3		

(2.)—OUTWARDS.

From Holyhead to Sea - - -	-	-	17	19 6 7	24	75 - 4	3	8 15 -	10	38 4 1	54	136 6 -
Assistance, &c. - - -	4	10 17 6	-	-	-	-	-	-	-	-	4	10 17 6
TOTAL - - -	4	10 17 6	17	19 6 7	24	75 - 4	3	8 15 -	10	38 4 1	58	147 3 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

IPSWICH.

Definition of Limits.—From Ipswich Quays to Harwich Harbour and *vice versa*.

NAMES of PILOTS.

Bird, J. C. - aged 66 | Bacon, C. D. - aged 56 | Gardiner, W. - aged 42 | Crane, E. - aged 42

RATES of PILOTAGE.

From HARWICH to PIN MILL REACH or <i>vice versa</i> .			From HARWICH to IPSWICH DOCK or <i>vice versa</i> .		
<i>For Sailing Vessels.</i>			<i>For Sailing Vessels.</i>		
Under 100 tons register per foot draught	-	1 1½	Under 100 tons register per foot draught	-	1 6
100 to 250 "	-	1 6	100 to 250 "	-	2 -
250 to 500 "	-	1 8½	250 to 500 "	-	2 3
500 and upwards "	-	1 10½	500 and upwards "	-	2 6
<i>For Steamers.</i>			<i>For Steamers.</i>		
Under 100 tons register per foot draught	-	1 1½	Under 100 tons register per foot draught	-	1 6
100 to 500 "	-	1 6	100 to 500 "	-	2 -
500 to 1,000 "	-	1 10½	500 to 1,000 "	-	2 6
1,000 and upwards "	-	2 3	1,000 and upwards "	-	3 -
From PIN MILL REACH to IPSWICH DOCK, or <i>vice versa</i> :—			Vessels discharging part cargoes at Pin Mill Reach and afterwards proceeding to Ipswich Dock, to be charged upon reduced and not upon original draught, and <i>vice versa</i> .		
<i>For Sailing Vessels.</i>					
Under 100 tons register per foot draught	-	4½			£. s. d.
100 to 250 "	-	6	Mooring and unmooring in Pin Mill Reach, if vessel discharges whole cargo there	-	15 -
250 to 500 "	-	6½			
500 and upwards "	-	7½	Docking and mooring at Ipswich Dock :		
<i>For Steamers.</i>			Under 250 tons register	-	5 -
Under 100 tons register per foot draught	-	4½	" 1,000 "	-	10 -
100 to 500 "	-	6	Above 1,000 "	-	1 10 -
500 to 1,000 "	-	7½			
1,000 and upwards "	-	9			

REGULATIONS FOR CONDUCTING THE PILOT SERVICE.

1. The pilots shall not absent themselves from the port without the permission of the Sub-Commissioners, and the chairman of the Sub-Commissioners shall not excuse any pilot from the performance of his duty on any plea whatever, except that of illness, duly attested by medical certificate, which certificate shall be laid before the Sub-Commissioners.

2. If any pilot shall fail to be at his station in his turn to take charge of any vessel that may arrive, or shall otherwise neglect his duty as a pilot, the chairman of the Sub-Commissioners, as directed by his instructions, is to report the same to the Sub-Commissioners, who shall forthwith take cognisance thereof; and if the offence be such as, in their opinion, to merit suspension or dismissal, they shall report the same to the Corporation for its decision, in the meantime detaining the offender's licence in their custody.

3. All pilots, when not employed in piloting vessels, shall report themselves every day at the Custom House on the Custom House Quay, and attend at the dock entrance from two hours before high water to one hour after, and at such other times of the day as may be necessary.

4. The pilots shall take charge of vessels inward-bound, as they may arrive, in accordance with a system of employment to be laid down by the Sub-Commissioners; but the master or owner shall have the option of selecting his own pilot when proceeding outwards.

5. Two or more pilots, as the chairman of the Sub-Commissioners may deem necessary, shall go down in turn to the lower pilot boat, and two or more shall remain at the dock every Monday morning, and when-

ever else occasion may require, unless there shall be any vessels in the river requiring pilots; and every pilot who shall have piloted a vessel up shall return to his proper station immediately such vessel shall have been safely moored.

6. The pilots shall not leave the lower station unless the tide flows at six a.m. on the Monday; and when they arrive at Ipswich they shall not be entitled to take charge of any vessel that tide, if there be any pilots disengaged.

7. No pilot, if engaged on other business than piloting, is to presume to hoist the pilot flag, with the view of obtaining employment as pilot, on board any vessel, unless such vessel shall be in distress for want of a pilot; nor shall pilots in their trips to or from any port or place, on their own affairs, interfere with those who are on the service and duty of pilotage, and regularly looking out for employment as such; nor shall any pilot engage himself by the month, voyage, or otherwise; nor, being a passenger on board a vessel, shall he presume to act as a pilot during that time, if any other duly licensed pilot offer his services.

8. The Sub-Commissioners of Pilotage being empowered by the Corporation of Trinity House to adjust differences in respect of the payment of pilotage, &c., and to take cognisance of all complaints and disputes, the pilots, or any person or persons who may have reason to be dissatisfied with the conduct of the pilots, are to address themselves to the Sub-Commissioners, who will act in the matter according to their discretion, and in conformity with their instructions from the said Corporation.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—IPSWICH—continued.

9. Each pilot is to deliver to the chairman of the Sub-Commissioners, at the expiration of every month, an account, on one of the forms provided for that purpose, of the name, &c. of every vessel piloted by him in that month, and of the amount he received for piloting the same, and he is to pay to the Sub-Commissioners a poundage of sixpence in the pound on the amounts so received, which poundage is to be applied by the Corporation of the Trinity House to the purposes of the "Pilots' Fund," as provided by section 630 of the Act of Parliament 57 & 58 Vict. c. 60, and a further poundage of fourpence in the pound for expenses of the chairman of the Sub-Commissioners of Pilotage.

10. Any pilot who may be desirous of proceeding against the master of a vessel who, being liable to employ a pilot, shall have refused his services, for the recovery of the penalties imposed by Act 57 & 58 Vict. c. 60,

s. 622, shall state the particulars of his complaint in writing to the Sub-Commissioners, who shall, if the case appear to them to be sustainable at law, report the same to the Corporation of Trinity House, for their consent to the commencement of proceedings, or otherwise, as to them may seem meet.

11. Each pilot may take one apprentice, between the ages of 14 and 16 years, provided such apprentice can read and write, and such apprentice, having faithfully and *bona fide* served for a term of seven years, and having quitted the same with a well-attested good character to the satisfaction of the Corporation of Trinity House, shall, if on examination he is found to be qualified, have the preference to succeed to any vacancy that may occur; but no person shall be licensed as a pilot until he shall have attained the age of 21 years, nor after he has passed the age of 85 years.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS								FOREIGN VESSELS				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Harwich to Ipswich	4	4 14 6	89	91 3 1	3	2 14 -	23	25 5 8	1	- 10 -	71	80 4 6	189	204 11 9
From Downham to Ipswich	-	-	1	- 16 4	-	- -	5	3 17 11	1	- 13 6	7	6 4 2	14	11 10 11
From Harwich to Downham	1	- 9 -	1	- 14 7	-	- -	3	3 8 1	-	- -	7	5 1 2	12	6 10 11
From Levington to Ipswich	1	- 14 -	-	- -	-	- -	-	- -	-	- -	-	- -	1	- 14 -
TOTAL	6	5 17 6	90	92 14 -	3	2 14 -	30	31 9 8	2	1 3 6	85	91 9 11	215	225 7 7

(2.)—OUTWARDS.

From Ipswich to Harwich	-	-	98	78 16 -	-	-	5	5 4 -	1	1 4 9	73	60 - 5	173	145 8 3
From Downham to Ipswich	-	-	1	1 11 8	-	-	-	-	-	-	-	-	1	1 11 8
From Downham to Harwich	1	- 9 -	1	- 9 -	1	- 9 -	-	-	-	-	2	- 10 6	5	2 3 6
TOTAL - - -	1	- 9 -	96	80 16 6	1	- 9 -	5	5 4 -	1	1 4 9	76	60 14 11	179	149 - 2

ISLE OF WIGHT DISTRICT.

NAMES of PILOTS.

Finney, J. - - - aged 50	Newman, E. D. - - 60	Miller, G. - - - 55	Knapp, C. A. - - 37
Luckham, W. J. - 48	Caws, J. A. - - 69	Rowe, J. - - - 58	Greenham, L. - - 55
Suter, G. - - - 51	Newman, R. - - 66	Miller, H. - - 51	Greenham, R. W. - 49
Wallis, E. J. C. - 50	Wallis, G. - - 40	Webb, W. J. - - 53	White, G. H. - - 54
Davis, A. T. - - 58	Wallis, W. J. - 52	Caws, C. H. - - 41	Barron, M. - - 44
Caws, W. R. - - 51	Love, E. H. G. - 51	Caws, H. - - - 50	Burden, A. H. - - 39
Weam, J. J. - - 65	Sivell, F. - - - 35	Austin, C. E. - - 63	Caws, S. E. - - 29
Caws, C. A. - - 55	Greenham, R. C. - 30	Bashley, R. - - 47	Caws, W. M. - - 26
Caws, L. R. - - 53	Vine, C. - - - 69	Webb, W. - - - 42	Osborne, H. F. - - 36
Caws, N. P. - - 56	Coote, J. - - - aged 54	Knapp, H. - - - aged 42	Greenham, A. E. - 25
Davis, A. H. - - aged 47			

RATES of PILOTAGE.

See p. 141 of Parl. Paper, No. 251 of 1891.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—ISLE OF WIGHT—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Sea to Cowes	-	-	107	112 12 4	-	-	2	7 17 8	2	10 5 -	7	18 11 -	118	144 5 10				
From Sea to Spithead	-	-	8	10 16 5	5	22 5 11	8	27 11 7	14	65 8 -	35	107 13 2	64	233 15 2				
From Sea to Looe	-	-	4	9 13 10	1	3 17 9	440	2,433 17 9	7	37 1 4	424	2,594 13 10	878	5,068 4 6				
From Sea to Chichester	58	63 2 0	-	-	-	-	-	-	-	-	-	-	58	63 2 0				
From Spithead to Portsmouth	-	-	45	89 15 8	-	-	2	4 7 9	-	-	18	27 2 3	65	101 5 9				
Into and out of Places within the District.	33	26 15 -	681	781 14 5	3	5 2 -	16	33 1 11	3	5 18 -	140	151 5 9	678	1,002 17 1				
TOTAL	91	87 17 6	842	984 12 9	9	20 5 8	465	2,496 18 6	26	95 13 4	624	2,894 6 1	2,087	6,592 19 10				

(2.)—OUTWARDS.

From Cowes to Sea	-	-	101	72 8 0	-	-	-	-	-	-	5	5 17 -	106	78 5 6
From Portsmouth to Spithead	-	-	43	60 19 9	-	-	1	2 3 9	-	-	12	15 19 9	86	99 1 3
From Spithead to Sea	-	-	-	-	-	-	6	34 19 -	2	14 13 3	10	34 11 1	18	84 2 4
TOTAL	-	-	144	133 8 3	-	-	7	37 1 9	2	14 13 3	28	55 6 10	180	221 9 1

BOARDING MONEY (for putting Pilots on board Vessels outside Needles or Nab Light).

	Number.	Amount.
British Coasters	6	£.
British Overseas	463	994
Foreign Overseas	478	873
TOTAL	933	1,773

LOWEST OFT.

NAMES of PILOTS.

Drake, J. - aged 55 | Ellis, J. - aged 57 | Herrington, W. - aged 53 | Munnings, J. J. - aged 29

RATES of PILOTAGE.

See p. 277 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS |	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Roads - - -	1	£. s. d. 1 19 -	8	£. s. d. 8 14 10	1	£. s. d. 2 11 -	13	£. s. d. 32 - 6	16	£. s. d. 44 13 6	23	£. s. d. 46 15 -	58	£. s. d. 136 13 10
From Roads to Harbour - -	-	- - -	60	89 9 8	-	- - -	26	53 9 6	-	- - -	143	176 3 2	234	319 1 2
From Sea to Yarmouth Roads, &c.	-	- - -	-	- - -	-	- - -	-	- - -	2	5 4 -	1	2 - -	3	7 4 -
TOTAL - - -	1	1 19 -	71	98 4 4	1	2 11 -	39	85 9 -	18	49 17 6	165	273 18 3	295	461 19 1

(2.)—OUTWARDS.

From Harbour to Sea	-	-	2	2 1 4	-	-	2	2 1 3	1	5 16 -	4	5 10 -	9	17 8 7
From Roads to Sea	-	-	2	2 8 2	-	-	3	3 19 5	6	14 6 9	13	19 15 6	24	40 9 19
From Harbour to Roads	1	17 -	63	74 9 10	-	-	13	16 18 10	-	-	60	174 6 10	157	265 12 6
Assistance, &c.	4	7 13 2	-	-	-	-	-	-	-	-	-	-	4	7 13 2
TOTAL	5	8 10 3	67	79 19 4	-	-	18	25 19 6	7	20 3 9	97	199 13 4	194	321 4 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

M A L D O N.

NAMES of PILOTS.
See London District.

RATES of PILOTAGE.
See p. 277 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.
(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Stangate to Malden - - -	45	£. s. d. 25 3 -	6	£. s. d. 3 10 -	3	£. s. d. 1 17 6	-	£. s. d. - - -	3	£. s. d. 2 10 -	3	£. s. d. 4 4 -	62	£. s. d. 27 3 6
(2.)—OUTWARDS.														
From Malden to Stangate - - -	45	£. s. d. 16 10 3	8	£. s. d. 3 13 9	-	£. s. d. - - -	1	£. s. d. 1 15 -	4	£. s. d. 5 15 6	3	£. s. d. 5 15 6	61	£. s. d. 23 10 -

M I L F O R D.

NAMES of PILOTS.
Hancock, P. - - - aged 61 Watkins, John - - - aged 60 Hancock, J. P. - - - aged 34
John. A. - - - - - 52 Watkins, James - - - 52 Hancock, F. J. - - - 34

RATES of PILOTAGE.
See p. 278 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.
(1.)—IN W A R D S.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.			OVERSEA.			OVERSEA.					
	Not Towed by Steam.		Towed by Steam.	Not Towed by Steam.		Towed by Steam.	Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From St. Anne's to Milford -	-	£. s. d.	2	£. s. d.	17	£. s. d.	3	£. s. d.	7	£. s. d.	28	£. s. d.
From Skokam Island to Milford -	-	-	-	-	2	-	-	-	3	-	10	-
From Sea to Milford -	-	-	-	-	-	-	1	-	1	-	2	-
From St. Anne's to Pembroke Dock.	-	-	4	-	3	-	1	-	-	-	7	-
From Skokam Island to Pembroke Dock.	-	-	1	-	1	-	1	-	3	-	6	-
From Sea to Pembroke Dock -	-	-	-	-	-	-	-	-	1	-	1	-
TOTAL - - -	-	-	7	-	22	-	5	-	20	-	54	-

(2.)—OUTWARDS.

From Milford to St. Anne's -	-	-	-	1	-	2	-	9	12	-
From Pembroke Dock to St. Anne's.	-	1	3 7 6	2	3 4 6	-	3	6	6	-
From Pembroke Dock to Sea -	-	-	-	-	-	-	1	1	1	-
From Milford to Pembroke Dock Assistance, &c.	59	109 2 3	-	-	-	-	-	-	60	109 3 8
TOTAL - - -	62	111 10 3	1	3 7 6	3	10 3 3	2	5 8 6	71	160 10 5

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEATH.

Definition of Limits.—From the outside of Neath Bar (Fairway Buoy) into the Port and Harbour of Neath, or vice versa.

NAMES of PILOTS.

Harris, W. . -	aged 53	Williams, L. -	aged 61	Perrett, G. -	aged 51	Perrett, S. -	aged 54
Williams, D. -	- 46	Perrett, W. S. -	62	Williams, D. -	- 53	Phillips, W. -	- 30
Gollins, T. O. -	- 60	Davies, D. -	- 57	Deacon, J. -	- 55	Williams, G. -	- 41
Phillips, G. -	- 65	Phillips, J. -	- 63				

RATES of PILOTAGE.

See p. 155 of Parl. Paper, No. 160 of 1894.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to 1st Station -	3	1 8 -	496	330 11 2	-	- - -	15	12 8 -	514	344 7 2
From Sea to 2nd Station -	-	- - -	231	156 19 5	1	- 15 -	4	6 5 -	236	163 19 5
From Sea to 3rd Station -	-	- - -	12	5 7 6	-	- - -	-	- - -	12	5 7 6
TOTAL - - -	3	1 8 -	739	492 18 1	1	- 15 -	19	18 13 -	762	513 14 1

(2.)—OUTWARDS.

From 1st Station to Sea -	2	1 1 6	479	321 7 4	-	- - -	10	12 14 6	494	335 3 4
From 2nd Station to Sea -	-	- - -	231	162 1 6	1	- 15 -	4	6 5 -	236	169 1 6
From 3rd Station to Sea -	-	- - -	8	3 16 6	-	- - -	-	- - -	8	3 16 6
Assistance, &c. - - -	12	60 - -	-	- - -	-	- - -	-	- - -	12	60 - -
TOTAL - - -	14	61 1 6	718	487 5 4	1	- 15 -	17	18 19 6	750	568 1 4

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEW HAVEN.

NAMES of PILOTS.

Wood, G. - - aged 55 | Pay, G. - - aged 62 | Robinson, R. - aged 30 | Souter, J. - - aged 48
 Taylor, J. A. - - 49 | Winter, R. - - 52 | Mockford, R. - - 33

RATES of PILOTAGE.

See p. 280 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - - -	3	2 11 3	161	310 - 3	11	14 9 3	-	- - -	69	71 11 -	223	296 11 9
Distance Money, Assistance, &c. -	87	371 9 6	-	- - -	-	- - -	-	- - -	-	- - -	87	371 9 6
TOTAL - - -	89	374 - 9	161	310 - 3	11	14 9 3	-	- - -	69	71 11 -	319	670 1 3

(2.)—OUTWARDS.

From Harbour to Sea - - -	-	- - -	165	£. s. d. 34 1 -	13	£. s. d. 7 13 11	-	£. s. d. - - -	63	£. s. d. 28 10 1	221	£. s. d. 132 5 -
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ORFORD HAVEN.

NAMES of PILOTS.

Langman, T. - aged 52 | Norton, A. - aged 51 | Gibbs, W. - aged 50 | Langman, F. - aged 40

RATES of PILOTAGE.

See p. 164 of Parl. Paper, No. 290 of 1897.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—ORFORD HAVEN—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				TOTALS.	
	COASTERS.					
	Not Towed by Steam.		Towed by Steam.		No.	Amount.
	No.	Amount.	No.	Amount.		
From Sea to Orford Haven - - -	151	£. s. d. 46 2 1	105	£. s. d. 22 9 -	256	£. s. d. 68 11 1

(2.)—OUTWARDS.

From Orford Haven to Sea - - -	141	38 15 6	64	14 12 2	205	53 7 8
Assistance, &c. - - - - -	108	37 5 6	-	- - -	108	37 5 6
TOTAL - - -	249	76 1 -	111	14 12 2	318	90 13 2

PADSTOW.

NAMES of PILOTS.

England, R. - - - aged 42	French, O. - - - aged 38	Nugent, T. - - - aged 44
Brown, S. - - - 51	Baker, W. H. - - - 42	

RATES of PILOTAGE.

See p. 282 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.				
From Stepper Point to Padstow	262	157 14 -	13	17 5 5	-	- - -	-	- - -	1	2 12 -	3	8 - 4	270	186 11 9

(2.)—OUTWARDS.

From Padstow to Stepper Point	8	5 10 1	7	5 17 9	-	- - -	1	1 1 -	2	3 2 5	19	13 11 6
Assistance, &c. - - - - -	6	19 3 -	-	- - -	-	- - -	-	- - -	-	- - -	6	10 3 -
TOTAL - - -	14	12 13 1	7	5 17 9	-	- - -	1	1 1 -	2	3 2 5	25	23 14 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PENZANCE.

NAMES of PILOTS.

Pollard, R. - - aged 48 | Nicholls, F. - - aged 43 | Quick, J. T. - - aged 47 | Vingoe, Alfred aged 32
 Nicholls, P. - - - 50 | Nicholls, B. - - - 53 | Trehwella, G. H. - - 42

RATES of PILOTAGE.

See p. 284 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour -	254	£. s. d. 65 8 3	317	£. s. d. 142 1 1	-	£. s. d. -	10	£. s. d. 25 5 9	22	£. s. d. 40 7 3	10	£. s. d. 17 6 3	616	£. s. d. 290 6 7

(2.)—OUTWARDS.

From Harbour to Sea -	254	£. s. d. 55 8 3	331	£. s. d. 147 1 3	10	£. s. d. 23 16 3	-	£. s. d. -	11	£. s. d. 11 8 6	4	£. s. d. 4 - 6	503	£. s. d. 240 16 3
Assistance, &c. -	177	£. s. d. 68 9 9	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	177	£. s. d. 68 9 9
TOTAL -	433	£. s. d. 124 18 -	331	£. s. d. 147 1 3	10	£. s. d. 23 16 3	-	£. s. d. -	11	£. s. d. 11 8 6	4	£. s. d. 4 - 6	679	£. s. d. 307 4 6

PLYMOUTH.

NAMES of PILOTS.

Glinn, J. - - aged 72 | Ridgeway, C. - - aged 63 | Skilton, J. B. - - aged 49 | Staddon, T. W. E. aged 44
 Williams, J. B. - - 72 | Parford, J. - - 50 | Pascho, J. - - 52 | Odgers, T. - - 44
 Tucker, W. W. - - 68 | Hancock, W. R. - - 56 | Williams, J. H. M. - 48 | Williams, J. H. - - 43
 Hancock, S. - - 62 | Glinn, J. A. - - 49 | Glinn, H. R. - - 46 | Phillips, G. H. - - 47
 Kent, W. F. - - 62 | Folley, W. R. - - 58 | Collings, J. S. - - 46 | Brooks, W. H. G. - 29
 Chappell, H. - - 58 | Sheldon, C. H. - - 48 | Skilton, G. H. - - 47 | Collings, W. A. - 31
 Brooks, S. W. - - 56

RATES of PILOTAGE.

See p. 170 of Parl. Paper, No. 268 of 1901.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Sound	-	£. s. d.	1	£. s. d.	13	£. s. d.	431	£. s. d.	74	£. s. d.	237	£. s. d.	786	£. s. d.
From Sea to Harbour	-	-	-	-	1	-	77	-	3	-	90	-	171	-
From Sound to Harbour	-	-	-	-	-	-	24	-	-	-	38	-	58	-
Assistance, &c.	30	48 18 5	-	-	-	-	-	-	-	-	-	-	30	48 18 5
TOTAL	50	48 18 5	1	1 10 -	14	48 16 11	542	2,081 10 3	77	228 3 4	366	1,466 10 -	1,029	3,809 8 11

(2.)—OUTWARDS.

From Sound to Sea -	1	£. s. d. 1 - -	-	£. s. d. -	1	£. s. d. 2 5 11	403	£. s. d. 852 17 4	6	£. s. d. 9 17 3	196	£. s. d. 399 19 11	606	£. s. d. 1,264 - 4
From Harbour to Sea -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	80	£. s. d. 261 4 10	2	£. s. d. 4 18 9	127	£. s. d. 370 18 4	209	£. s. d. 639 1 11
From Harbour to Sound -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	2	£. s. d. 3 6 -	7	£. s. d. 15 11 10	9	£. s. d. 18 17 10
TOTAL -	1	£. s. d. 1 - -	-	£. s. d. -	1	£. s. d. 2 5 11	483	£. s. d. 1,114 2 2	10	£. s. d. 20 1 11	329	£. s. d. 786 10 1	824	£. s. d. 1,924 - 1

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

P O O L E.

NAMES of PILOTS.

Brown, T. - - - aged 63	Brown, T., jun. - - - aged 35	Wills, J. F. - - - aged 33
Wills, F. W. - - - 64	Brown, G. H. J. - - - 33	Condon, F. W. - - - 38
Brown, E. - - - 51	Wills, T. H. - - - 38	Stone, W. H. - - - 49

RATES of PILOTAGE.

See pp. 158 and 159 of Parl. Paper, No. 160 of 1894.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Harbour - -	100	£. s. d. 113 6 -	215	£. s. d. 245 18 1	8	£. s. d. 4 18 -	0	£. s. d. 21 3 10	17	£. s. d. 29 9 -	64	£. s. d. 140 13 8	410	£. s. d. 554 6 7

(2.)—OUTWARDS.

From Harbour to Sea - - -	87	£. s. d. 56 17 11	224	£. s. d. 133 10 11	3	£. s. d. 3 3 5	28	£. s. d. 32 14 3	4	£. s. d. 3 19 -	55	£. s. d. 57 14 6	270	£. s. d. 328 - -
Assistance, &c. - - -	13	£. s. d. 10 - 8	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	-	£. s. d. -	13	£. s. d. 10 - 8
TOTAL - - -	70	£. s. d. 66 18 4	224	£. s. d. 133 10 11	3	£. s. d. 3 3 5	28	£. s. d. 32 14 3	4	£. s. d. 3 19 -	55	£. s. d. 57 14 6	283	£. s. d. 348 - 6

P O R T M A D O C.

NAMES of PILOTS.

Owan, H. J. - - - aged 62	Morris, E. - - - aged 55	Williams, J. - - - aged 62
Williams, W. W. - - - 40	Humphreys, J. - - - 64	

RATES of PILOTAGE.

See p. 238 of Parl. Paper, No. 154 of 1889.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND--PORTMADOC--continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)--INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	-	- -	240	87 18 8	20	11 9 -	7	5 8 9	267	104 16 8

(2.)--OUTWARDS.

From Harbour to Sea -	-	- -	243	116 7 3	19	15 10 8	7	5 19 7	269	136 17 6
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PRESTON.

NAMES of PILOTS.

Spencer, J. - - - aged 47	Eccles, J. - - - aged 44	Kinsman, T. - - - aged 46
Wilson, E. - - - 50	Orr, R. W. - - - 32	Wells, F. - - - 31
Wignall, T. - - - 54	Chapple, J. - - - 46	

RATES of PILOTAGE.

See p. 160 of Parl. Paper, No. 160 of 1894.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)--INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Nelson Buoy and Sea to Freston Docks.	1	1 8 9	604	684 11 7	31	446 3 6	-	- - -	121	416 14 7	637	1,236 16 8

(2.)--OUTWARDS.

From Preston Docks to Nelson Buoy and Sea.	1	1 7 6	437	566 - 6	30	69 6 6	-	- -	86	242 16 3	543	679 3 9
Ambleton, &c. - - -	97	60 4 -	-	- -	-	- -	-	- -	-	- -	97	60 4 -
TOTAL - - -	98	61 11 6	437	566 - 6	30	69 6 6	-	- -	86	242 16 3	640	639 13 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

ROCHESTER.

NAMES of PILOTS.

See London District.

RATES of PILOTAGE.

See London District.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Nore to Rochester, Chatham, &c.	-	-	23	64 2 3	1	2 2 -	1	1 11 6	-	-	7	17 10 3	39	69 10 11	61	186 6 11		
From Sheerness to Rochester, Chatham, &c.	3	4 17 6	482	369 6 3	-	-	5	9 1 2	-	-	17	23 12 9	46	83 6 2	339	684 5 10		
From Nore to Sheerness	-	-	6	12 9 9	-	-	3	5 12 -	-	-	1	2 - -	3	4 10 -	13	24 11 9		
From Nore to Queenboro'	-	-	1	1 17 6	-	-	2	3 13 3	-	-	4	8 9 6	13	15 3 -	19	28 9 3		
From Sheerness to Queenboro'.	2	1 11 -	-	-	-	-	-	-	-	-	-	-	7	11 - -	9	12 11 -		
TOTAL - - -	5	6 8 6	489	637 16 9	1	2 2 -	11	19 - 11	-	-	39	66 18 6	97	182 12 1	635	904 16 9		

(2.)—OUTWARDS.

From Rochester, Chat- ham, &c., to Nore.	-	-	12	31 9 3	-	-	-	-	-	-	1	3 19 6	2	3 15 9	15	39 3 9		
From Rochester, Chat- ham, &c., to Sheerness.	-	-	473	563 12 3	-	-	-	-	-	-	-	-	30	40 2 5	503	603 14 8		
From Sheerness to Nore	-	-	4	8 8 -	-	-	-	-	-	-	-	-	5	6 8 8	9	14 16 6		
From Queenboro' to Nore	-	-	-	-	-	-	2	3 12 -	-	-	-	-	2	7 11 6	4	21 8 6		
TOTAL - - -	-	-	489	603 9 6	-	-	2	3 12 -	-	-	1	3 19 6	39	57 17 5	630	668 19 5		

R Y E.

NAMES of PILOTS.

Downey, S. R. - - - aged 56 | Chandler, W. P. - - - aged 55

RATES of PILOTAGE.

See p. 269 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.							
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Sea to Harbour - - -	1	- 5 3	66	69 4 10	-	- - -	-	- - -	-	- - -	5	7 - 11	102	76 11 -				

(2.)—OUTWARDS.

From Harbour to Sea - - -	-	-	66	45 19 -	-	-	-	-	-	-	-	-	3	2 11 -	83	48 10 -		
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

ST. IVES.

NAMES of PILOTS.

Trevaskis, J. -	aged 52	Stevens, R. G. -	aged 52	Love, T. G. -	aged 37
Stevens, J. -	68	Cocking, M. -	59	Curnow, J. -	31
Stevens, W. G. -	61	Couch, A. -	64	Beard, W. -	28

RATES of PILOTAGE

FOR

ST. IVES, HAYLE, AND PORTREATH.

See p. 170 of Parl. Paper, No. 290 of 1897.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Hayle - - -	59	£. s. d. 21 17 3	263	£. s. d. 146 12 7	1	£. s. d. 1 16 9	1	£. s. d. 1 16 -	2	£. s. d. 3 15 6	326	£. s. d. 174 18 1
From Sea to St. Ives - - -	65	24 16 8	3	1 10 2	-	- - -	1	1 3 9	-	- - -	59	27 16 7
TOTAL - - -	114	46 13 11	266	148 2 9	1	1 16 9	2	3 4 9	2	3 15 6	385	202 12 8

(2.)—OUTWARDS.

From Hayle to Sea -	10	£. s. d.	200	£. s. d.	-	-	-	-	-	-	210	£. s. d.
From St. Ives to Sea -	61	2 1 3	2	94 15 -	-	-	1	- 17 6	-	-	64	97 16 3
		15 15 -		1 4 2		-		-		-		17 16 8
TOTAL -	71	18 16 8	202	95 19 2	-	-	1	- 17 6	-	-	274	115 13 4

SCILLY.

NAMES of PILOTS.

Ashford, R. -	aged 59	Bickford, W. -	aged 61	Hicks, A. J. -	aged 55
Hicks, A. -	63	Legg, T. -	44	Mortimer, W. G. -	56
Hicks, W. T. -	44				

RATES of PILOTAGE.

See p. 291 of Parl. Paper, No. 154 of 1889.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—SCILLY—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
From Sea to Harbour	2	1 6 8	15	24 19 11	2	9 15 -	2	11 16 -	1	4 9 4	2	19 9 6	24	62 4 8
Assistance, &c.	6	6 15 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	6	5 15 6
TOTAL	8	7 9 2	15	24 19 11	2	9 15 -	2	11 16 -	1	4 9 4	2	19 9 6	30	68 1 11

(2.)—OUTWARDS.

From Harbour to Sea	1	- 6 8	14	17 12 6	2	4 17 6	2	6 18 -	1	2 4 8	1	8 14 9	31	26 14 -
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SHOREHAM.

NAMES of PILOTS.

Maynard, H.	-	-	aged 59	Upperton, S.	-	-	aged 43	Laurence, J.	-	-	aged 57
Austin, J.	-	-	68	Cobby, G.	-	-	43	Grigg, H.	-	-	40
Hatcher, W.	-	-	49	Young, W. F.	-	-	42	Grant, F.	-	-	-
Maynard, T.	-	-	55								

RATES of PILOTAGE.

See p. 151 of Parl. Paper, No. 251 of 1891.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	3	2 14 4	237	428 18 4	1	1 12 8	9	11 16 10	2	2 5 -	83	115 8 4	425	673 18 6
Assistance, &c. - -	299	240 4 4	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	299	240 4 4
TOTAL - - -	302	242 18 10	237	428 18 4	1	1 12 8	9	11 16 10	2	2 5 -	83	115 8 4	724	913 - -

(2.)—OUTWARDS.

From Harbour to Sea	-	- - -	248	229 17 2	-	- - -	1	1 4 8	1	- 10 6	70	57 - 7	320	230 18 -
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CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SOUTHAMPTON.

NAMES of PILOTS.

Nicholls, W. - aged 65	Tubbs, W. G. - aged 48	Bowyer, J. - aged 37	Pearce, R. S. - aged 62
Nicholls, J. - - 64	Bowyer, H. - - 35	Pearce, R. W. S. - 36	Wild, C. - - - 64
Bowyer, J. T. - - 60	Dawson, G. H. - 43	Nicholls, J. H. - - 36	Wild, A. - - - 34
Penney, E. - - - 50	Bowyer, G. W. - - 42	Bowyer, A. - - - 37	Bowyer, W. - - - 30
Gadd, W. A. - - 42	Nicholls, W., jun. - 38		

RATES of PILOTAGE.

See p. 172 of Parl. Paper, No. 290 of 1891.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Lops to Southampton	2	£. s. d. 2 3 6	57	£. s. d. 56 11 3	1	£. s. d. 2 3 9	414	£. s. d. 1,048 0 2	1	£. s. d. 1 4 -	281	£. s. d. 1,035 9 5	338	£. s. d. 2,145 19 1
Into and out of Places within the District.	4	£. s. d. 2 2 -	368	£. s. d. 288 4 2	1	£. s. d. 2 7 3	5	£. s. d. 7 8 10	11	£. s. d. 14 1 3	37	£. s. d. 44 5 1	316	£. s. d. 353 8 7
TOTAL . . .	6	£. s. d. 4 5 6	315	£. s. d. 344 15 5	2	£. s. d. 4 11 -	419	£. s. d. 1,055 15 -	12	£. s. d. 15 5 3	418	£. s. d. 1,079 14 6	1,172	£. s. d. 2,504 6 8

(2.)—OUTWARDS.

From Southampton to Sea	-	-	76	167 11 10	-	-	410	2,788 5 1	3	20 4 6	286	2,664 17 7	380	5,641 19 -
Assistance, &c.	168	184 7 -	-	-	-	-	-	-	-	-	-	-	168	184 7 -
TOTAL . . .	168	184 7 -	48	167 11 10	-	-	410	2,788 5 1	3	20 4 6	286	2,664 17 7	1,048	5,826 6 -

TEIGNMOUTH.

NAMES of PILOTS.

Gilpin, R. K. - - aged 52	Whiteway, J. - - aged 50	Lockyer, J. L. ;	aged 26
Matthews, F. R. J. - - 50	Gilpin, W. H. - - 48		

RATES of PILOTAGE.

See p. 295 of Parl. Paper, No. 154 of 1889

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—TEIGNMOUTH—continued.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.						TOTALS.												
	COASTERS.				OVERSEA.		OVERSEA.																		
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.																
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.													
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.											
From Sea to Harbour	-	1	-	7	7	354	323	5	10	9	10	4	2	-	-	-	63	103	9	5	427	437	7	-	
(2.)—OUTWARDS.																									
From Harbour to Sea	-	-	-	-	-	351	208	9	10	16	10	10	6	1	-	11	3	58	48	17	8	426	268	9	3

(2.)—OUTWARDS.

From Harbour to Sea	-	- - -	351	208 9 10	16	10 10 6	1	- 11 3	58	48 17 8	426	268 9 3
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W E L L S.

NAMES of PILOTS.

Crawford, W. - - aged 60 | Wordingham, C. - - aged 41 | Smith, R. - - - aged 50

RATES of PILOTAGE.

See p. 296 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.		OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour -	1	- 12 -	13	10 4 -	2	1 7 -	2	1 13 -	18	13 16 -

(2.)—OUTWARDS.

From Harbour to Sea	-	- - -	10	6 18 -	2	1 13 -	1	- 9 -	13	9 - -
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W E Y M O U T H.

Definition of Limits.—From St. Alban's Head to Lyme and vice versa, and to and from and into and out of all Ports and Places within those Limits.

NAMES of PILOTS.

Benfield, J. - - aged 50	Benfield, J. W. - aged 50	Bennett, J. - - aged 27
Way, J. - - - - 52	Bennett, T. W. - - 31	Colborne, J. S. - - 38
Crabb, A. J. - - - 56	Male, S. - - - - 44	Hodder, F. C. - - - 32
Perry, J. - - - - 54		

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—WEYMOUTH—continued.

RATES of PILOTAGE.

From	Into	Rate per foot.	
		10 feet and under.	Above 10 feet.
A line drawn from Lulworth to the outer part of the Race or Shambles.	Weymouth or Portland Roads or Bay.	s. d. 2 6	s. d. 3 -
Weymouth or Portland Roads or Bay.	Weymouth Harbour	- 2 6	3 -
Sea - - -	Lyme Harbour - -	2 6	3 -

The same rate of pilotage to be paid Outwards.

The several pilotage rates above specified are subject to a reduction of one-fourth part in respect of vessels propelled by steam and vessels towed by steam vessels, provided that if any such vessel shall be propelled by steam or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

Steam vessels calling at Portland for coal only and steam vessels (passengers) engaged in the coasting trade are to pay for pilotage into and out of the roads one rate, viz., 2s. per foot of the vessel's draft of water.

Vessels calling for despatches only are to pay for pilotage in and out one rate, viz., 1s. 6d. per foot.

All ships drawing less than 10 feet of water are to pay the same amount of pilotage as if they were of that draft.

The rate for lay days shall be 10s. per day, including the day of coming in or going out.

A pilot taken on board at sea shall be entitled to the following additional pay, provided a perfect understanding shall have been come to between him and the master of the vessel that his services are required, and that he is to receive such additional pay: and the same shall have been recorded in the log book of his pilot cutter, and in that of the vessel, and a certificate thereof shall have been given him by the master:—

	£.	s.	d.
From St. Alban's Head or Bill of Portland to off Bridport or Lyme	2	2	-
If 3 leagues from the limits of Weymouth, Bridport, or Lyme	-	3	3
If 6 ditto	-	4	4
If 10 ditto	-	6	6

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Weymouth and Port- land Roads.	-	- - -	9	6 17 10	3	3 2 -	311	330 13 1	12	20 18 9	144	231 3 4	679	662 13 -
From Weymouth and Portland Roads to Harbour.	11	14 15 -	11	15 15 -	-	- - -	7	14 16 -	8	14 - 6	32	26 3 2	60	86 9 8
From Sea to Lyme -	20	24 19 -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	20	34 19 -
Assistance, &c.	1	3 - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	3 - -
TOTAL - - -	32	43 14 -	20	32 13 10	3	4 8 2	318	345 9 1	20	34 17 3	206	267 6 6	669	717 1 -

(2.)—OUTWARDS.

From Weymouth and Portland Roads to Sea.	-	- - -	9	5 18 9	3	3 2 -	292	296 10 11	10	13 2 2	229	228 5 7	631	645 19 6
From Harbour to Weymouth and Portland Roads.	2	1 17 3	3	1 1 10	-	- - -	-	- - -	2	2 4 3	3	3 - 9	6	7 4 1
From Lyme to Sea	20	23 10 -	1	- 9 -	-	- - -	-	- - -	-	- - -	-	- - -	21	38 19 -
TOTAL	22	25 7 3	12	7 9 7	3	3 2 -	292	296 10 11	12	14 6 6	241	230 6 4	682	677 2 7

WOODBRIIDGE.

NAMES of PILOTS.

Newson, G. W.	-	aged 46	Clarke, W. G.	-	aged 36	Southgate, T.	-	aged 34
Frost, C. E.	-	- 48	Newson, C. H.	-	- 32	Adams, F.	-	- 26

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—WOODBRIDGE—*continued.*

RATES of PILOTAGE.

See p. 299 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
From Sea to Woodbridge	419	£. s. d. 94 18 6	3	£. s. d. - 14 5	1	£. s. d. - 12 10	-	£. s. d. -	3	£. s. d. 1 11 9	1	£. s. d. - 10 6	437	£. s. d. 98 8 2
From Bowships to Woodbridge	148	44 14 6	2	- 16 -	-	- - -	-	- - -	2	- 16 11	-	- - -	150	48 8 5
TOTAL	567	141 18 2	5	1 9 5	1	- 12 10	-	- - -	5	2 10 8	1	- 10 6	579	144 16 7

(2.)—OUTWARDS.

From Woodbridge to Sea	494	90 2 11	4	- 19 5	-	- - -	1	- 6 8	3	- 18 8	-	- - -	498	92 6 8
From Woodbridge to Bowships	187	33 15 11	2	- 16 6	-	- - -	-	- - -	2	- 16 6	-	- - -	191	57 7 9
Assistance, &c.	1	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	1	- - -
TOTAL	682	123 4 10	6	1 14 11	-	- - -	1	- 6 8	5	1 18 -	-	- - -	679	150 19 8

YARMOUTH.

NAMES of PILOTS.

Adams, A. - - - aged 62 | Austin, W. - - - aged 57 | King, A. - - - aged 42
 Austin, U. - - - 51 | Howard, H. - - - 59

RATES of PILOTAGE.

See p. 300 of Parl. Paper, No. 154 of 1889.

AMOUNT received for PILOTAGE of VESSELS in 1901.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
From Sea to Roads - - -	-	£. s. d.	1	£. s. d.	-	£. s. d.	-	£. s. d.	-	£. s. d.	3	£. s. d.	3	£. s. d.
From Roads to Harbour - - -	-	- - -	63	70 12 11	-	- - -	13	30 4 10	1	1 9 6	323	375 18 6	326	475 5 9
TOTAL - - -	-	- - -	64	71 11 11	-	- - -	13	30 4 10	1	1 9 6	326	402 - 1	327	507 6 4

(2.)—OUTWARDS.

From Roads to Sea	-	- - -	-	- - -	-	- - -	-	- - -	1	1 13 -	-	- - -	1	1 13 -
From Harbour to Roads	-	- - -	41	42 2 -	-	- - -	8	12 8 2	-	- - -	118	146 10 8	167	201 - 10
TOTAL	-	- - -	41	42 2 -	-	- - -	8	12 8 2	1	1 13 -	118	146 10 8	168	202 13 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—continued.

SUMMARY OF THE OUTPORT PILOTS.

P O R T.	Number of Pilots.	P O R T.	Number of Pilots.
ABERDOVEY - - - - -	4	NEWHAVEN - - - - -	7
BARROW - - - - -	10	ORFORD HAVEN - - - - -	4
BEAUMARIS - - - - -	10	PADSTOW - - - - -	5
BRIDGWATER - - - - -	10	PENZANCE - - - - -	8
BRIDPORT - - - - -	2	PLYMOUTH - - - - -	25
CARLISLE - - - - -	3	POOLE - - - - -	9
CARNARVON - - - - -	6	PORTMADOC - - - - -	5
DARTMOUTH - - - - -	12	PRESTON - - - - -	8
EXETER - - - - -	8	RYE - - - - -	2
FALMOUTH - - - - -	45	ST. IVES - - - - -	9
FLEETWOOD - - - - -	9	SCILLY - - - - -	7
POWEY - - - - -	9	SHOREHAM - - - - -	10
HARWICH - - - - -	3	SOUTHAMPTON - - - - -	18
HOLYHEAD - - - - -	4	TEIGNMOUTH - - - - -	5
IPSWICH - - - - -	4	WELLS - - - - -	3
ISLE OF WIGHT - - - - -	41	WEYMOUTH - - - - -	10
LOWESTOFT - - - - -	4	WOODBIDGE - - - - -	6
MILFORD - - - - -	6	YARMOUTH - - - - -	5
NEATH - - - - -	14	TOTAL - - -	350

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SUMMARY, 1901.

PORT.	Number of Vessels.	Inward Pilotage.			Number of Vessels.	Outward Pilotage.		
		£.	s.	d.		£.	s.	d.
ABERDOVEY	57	110	8	6	54	50	19	—
BARROW	319	1,324	8	8	315	947	14	3
BEAUMARIS	450	168	6	6	425	163	3	—
BRIDGWATER	940	395	18	10	473	231	10	8
BRIDPORT	58	48	8	6	62	45	11	—
CARLISLE	33	54	1	4	16	25	7	6
CARRARON	58	44	4	7	87	60	13	1
COLCHESTER	39	40	17	—	25	17	6	1
DARTMOUTH	576	1,552	10	1	120	190	7	5
EXETER	366	411	18	4	37	31	18	6
FALMOUTH	1,078	3,691	15	3	821	1,201	4	11
FLEETWOOD	482	1,070	1	8	472	693	8	—
FOWEY	338	260	17	10	1,154	983	19	11
HARWICH	93	126	17	6	73	105	5	1
HOLYHEAD	68	163	5	3	58	147	3	6
IPSWICH	215	225	7	7	178	149	—	2
ISLE OF WIGHT	2,057	6,592	10	10	180	231	9	1
LOWESTOFT	295	461	19	1	194	331	4	2
MALDON	59	37	3	6	61	33	10	—
MILFORD	54	144	14	5	71	150	10	5
NEATH	762	513	14	1	750	568	1	4
NEWHAVEN	319	670	1	3	221	122	5	—
ORFORD HAVEN	256	68	11	1	313	90	13	2
PADSTOW	270	186	11	9	25	23	14	6
PENZANCE	515	280	8	7	679	307	4	5
PLYMOUTH	1,029	3,809	8	11	824	1,924	—	1
POOLE	410	554	6	7	383	348	—	5
PORTMADOC	267	104	16	5	269	136	17	6
PRESTON	657	1,228	18	5	640	939	13	9
ROCHESTER	635	904	18	9	530	668	18	5
RYE	102	76	11	—	88	48	10	—
ST. IVES	385	202	13	8	274	115	13	4
SCILLY	30	88	1	11	21	36	14	—
SHOREHAM	734	913	—	—	320	298	13	—
SOUTHAMPTON	1,172	2,504	6	8	1,048	5,826	6	—
TEIGNMOUTH	427	437	7	—	426	268	9	3
WELLS	18	13	16	—	13	9	—	—
WEYMOUTH	659	717	1	8	582	577	2	7
WOODBIDGE	579	146	16	7	574	129	19	5
YARMOUTH	297	507	6	4	168	202	13	10
		30,854	11	11	—	18,484	—	9
LONDON DISTRICT		78,844	18	1	—	55,615	11	8
TOTAL	£.	109,699	10	—	—	74,049	12	5

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SUMMARY OF THE TRINITY HOUSE RETURNS.

AS TO PILOTS.

Number of Pilots in the London District	-	-	-	-	-	-	359
Number of Pilots in the Outport Districts	-	-	-	-	-	-	350
AGGREGATE NUMBER	-	-	-	-	-	-	709

AS TO PILOTAGE.

	INWARDS.			OUTWARDS.		
	£.	s.	d.	£.	s.	d.
Amount received for Pilotage :						
In the London District	78,844	18	1	55,615	11	8
In the Outport Districts	30,854	11	11	18,434	-	9
	109,699	10	-	74,049	12	5

AGGREGATE RECEIPTS - - - £. 183,749. 2. 5.

Trinity House, London, }
July 1902. }

Chas. A. Kent,
Secretary.

PILOTAGE ORDER CONFIRMATION BILL.

RETURN to an Order of the Honourable The House of Commons,
dated 29 May 1902 ;—for,

COPY "of MEMORANDUM stating the Nature of the PROPOSALS contained
in the PROVISIONAL ORDER included in the PILOTAGE PROVISIONAL
ORDER BILL."

Board of Trade, }
28 May 1902. }

FRANCIS J. S. HOPWOOD.

MEMORANDUM stating the Nature of the PROPOSALS contained in the
PROVISIONAL ORDER included in the PILOTAGE PROVISIONAL ORDER
BILL.

*Pilotage District of the Corporation of the Trinity House of
Newcastle-upon-Tyne.*

The Order proposes to exempt from compulsory pilotage foreign ships
resorting to ports within the jurisdiction of the Newcastle Trinity House.

Board of Trade, }
28 May 1902. }

T. H. W. Pelham.

PILOTAGE ORDER CONFIRMATION BILL.

MEMORANDUM stating the Nature of the
Proposals contained in the PROVISIONAL
ORDER included in the PILOTAGE PROVISIONAL
ORDER BILL.

(*Mr. Gerald Balfour.*)

*Ordered, by The House of Commons, to be Printed,
30 May 1902.*

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[*Price 3d.*]

MERCHANT SHIPPING (LOSS OF LIFE AT SEA).

RETURN

SHOWING THE LIVES LOST

BY

WRECK, DROWNING, OR OTHER ACCIDENT,

IN

BRITISH MERCHANT SHIPS REGISTERED IN THE
UNITED KINGDOM DURING THE YEARS
1881 AND 1891 TO 1901 INCLUSIVE.

(IN CONTINUATION OF PARLIAMENTARY PAPER C. 8537.)

Presented to both Houses of Parliament by Command of His Majesty.

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1902.

[Cd. 1253.] Price $\frac{1}{2}$ d.

LOSS OF

Return showing the Lives Lost by Wreck, Drowning,
registered in the

CALENDAR YEARS 1881

Years.	Masters and Seamen Employed.	Lives Lost.				
		By Drowning or Wreck.			Masters and Seamen Lost by Accident other than Drowning or Wreck.	Total Number Lost by Drowning and other Accident.
		Masters and Seamen Lost by Wrecks and Casualties.	Masters and Seamen Lost when Vessel was not Damaged.	Total.		
SAILING.						
1881	93,246	1,666	180	2,155	107	2,262
1891	63,357	739	244	983	83	1,066
1892	63,618	676	261	937	90	1,027
1893	61,327	534	227	761	92	853
1894	58,537	618	261	879	91	970
1895	56,095	691	243	934	101	1,035
1896	53,267	394	195	589	102	691
1897	49,858	301	166	467	65	532
1898	46,553	317	148	465	71	536
1899	43,356	350	131	481	57	538
1900	41,151	468	137	605	64	669
1901	38,400	358	140	498	68	566
STEAM.						
1881	93,473	686	243	929	87	1,016
1891	154,890	395	281	676	150	826
1892	155,942	389	280	669	138	807
1893	156,990	578	262	840	98	938
1894	159,257	445	300	745	141	886
1895	162,129	357	304	661	139	800
1896	165,966	368	320	688	125	813
1897	168,158	391	323	714	150	864
1898	172,830	386	290	676	160	836
1899	177,751	687	332	1,019	148	1,167
1900	183,394	369	313	682	167	849
1901	187,043	260	267	527	159	686
TOTAL.						
1881	186,719	2,352	732	3,084	194	3,278
1891	218,247	1,134	525	1,659	233	1,892
1892	219,560	1,065	541	1,606	228	1,834
1893	218,317	1,112	489	1,601	190	1,791
1894	217,794	1,063	561	1,624	232	1,856
1895	218,224	1,048	547	1,595	240	1,835
1896	219,233	762	515	1,277	227	1,504
1897	218,016	692	459	1,151	215	1,396
1898	219,383	703	438	1,141	231	1,372
1899	221,107	1,037	463	1,500	205	1,705
1900	224,545	837	450	1,287	231	1,518
1901	225,443	618	407	1,025	227	1,252

NOTE.—Lives lost in fishing vessels

BOARD OF TRADE,

August 1902.

12234—750—7/1902 Wt 8685 D & S 1

LIFE AT SEA.

or other Accident in British Merchant Ships
United Kingdom.

AND 1891 TO 1901 INCLUSIVE.

Percentages and Proportions.		Total Number of Lives Lost in Merchant Ships registered in the United Kingdom.		
Lives Lost by Drowning or Wreck of Persons Employed.	Lives Lost by Drowning and other Accident of Persons Employed.	Crew.	Passengers (Lost by Wreck only).	Totals.

SAILING.

2·31 or 1 in 43	2·43 or 1 in 41	2,262	17	2,279
1·55 or 1 in 64	1·68 or 1 in 59	1,066	12	1,078
1·47 or 1 in 68	1·61 or 1 in 62	1,027	31	1,058
1·24 or 1 in 81	1·39 or 1 in 72	853	9	862
1·50 or 1 in 67	1·66 or 1 in 60	970	8	978
1·67 or 1 in 60	1·85 or 1 in 54	1,035	23	1,058
1·11 or 1 in 90	1·30 or 1 in 77	691	11	702
·94 or 1 in 107	1·07 or 1 in 94	532	5	537
1·0 or 1 in 100	1·15 or 1 in 87	536	7	543
1·11 or 1 in 90	1·24 or 1 in 81	538	14	552
1·47 or 1 in 68	1·63 or 1 in 62	659	8	672
1·30 or 1 in 77	1·47 or 1 in 68	566	4	570

STEAM.

·99 or 1 in 101	1·09 or 1 in 92	1,016	214	1,230
·44 or 1 in 229	·53 or 1 in 188	826	566	1,392
·43 or 1 in 233	·52 or 1 in 193	807	67	874
·54 or 1 in 187	·60 or 1 in 167	938	32	970
·47 or 1 in 214	·56 or 1 in 180	888	1,183	2,069
·41 or 1 in 245	·49 or 1 in 203	800	33	833
·41 or 1 in 241	·49 or 1 in 204	813	398	1,211
·42 or 1 in 236	·51 or 1 in 195	864	39	903
·39 or 1 in 256	·48 or 1 in 207	836	80	916
·57 or 1 in 174	·66 or 1 in 152	1,167	102	1,269
·37 or 1 in 269	·46 or 1 in 216	849	37	886
·28 or 1 in 355	·37 or 1 in 273	686	8	694

TOTAL.

1·65 or 1 in 61	1·76 or 1 in 57	3,278	231	3,509
·76 or 1 in 132	·87 or 1 in 115	1,892	578	2,470
·73 or 1 in 137	·84 or 1 in 120	1,834	78	1,932
·73 or 1 in 136	·82 or 1 in 122	1,791	41	1,832
·75 or 1 in 134	·85 or 1 in 117	1,856	1,191	3,047
·73 or 1 in 137	·84 or 1 in 119	1,835	56	1,891
·58 or 1 in 172	·69 or 1 in 146	1,504	409	1,913
·54 or 1 in 185	·64 or 1 in 156	1,396	44	1,440
·52 or 1 in 192	·63 or 1 in 160	1,372	87	1,459
·68 or 1 in 147	·77 or 1 in 130	1,705	116	1,821
·57 or 1 in 174	·68 or 1 in 148	1,518	40	1,558
·45 or 1 in 220	·56 or 1 in 180	1,252	12	1,264

are not included in the Return.

FRANCIS J. S. HOPWOOD,
Secretary.

LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, LTD., 25, 40, BACON STREET, E.
1902.

ABSTRACTS
OF THE RETURNS MADE TO THE BOARD OF TRADE
OF
SHIPPING CASUALTIES
WHICH OCCURRED
ON OR NEAR THE COASTS OR IN RIVERS AND HARBOURS
OF THE UNITED KINGDOM

From the 1st July 1900 to the 30th June 1901.

ALSO OF THE RETURNS MADE TO THE BOARD OF TRADE DURING THE
YEAR 1900-1901
OF
SHIPPING CASUALTIES
WHICH OCCURRED TO
**BRITISH VESSELS ELSEWHERE THAN ON
OR NEAR THE COASTS OR IN RIVERS AND HARBOURS
OF THE UNITED KINGDOM;**
AND TO
**FOREIGN VESSELS ON OR NEAR THE COASTS OR IN RIVERS
AND HARBOURS OF BRITISH POSSESSIONS ABROAD;**

With Particulars of Lives Lost by such Casualties; and of Lives Saved at Sea; also of the Returns made during the Year 1900-1901 of the Lives Lost from British Vessels by Accidents other than Casualties to the Vessels, and by Disease, &c.; together with Abstracts of the Official Inquiries in the United Kingdom into the Causes of Shipping Casualties, held by order of the Board of Trade, during the Year 1900-1901; and of the Official Inquiries Abroad, instituted by Consular and Colonial Officers and others, into the Causes of Shipping Casualties, of which the Reports were received at the Board of Trade during the Year 1900-1901;

And of other Investigations at Home and Abroad which affected the Certificates of Masters and Officers in the Mercantile Marine.

WITH CHARTS AND APPENDICES.

Presented to both Houses of Parliament by Command of His Majesty.

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1902.

[Cd. 1256.] Price 4s. 8d.

INTRODUCTION.

Sea Casualties to Vessels belonging to the United Kingdom.

The total number of sea casualties recorded in 1900-01 (total losses and serious and minor casualties) was 5,421, or 42 less than in 1899-1900, 1,546 less than in 1898-99, and 1,609 less than in 1897-98.

The total number of losses and serious casualties together was 1,693, which was 92 more than in 1899-1900, 165 less than in 1898-99, and 266 less than in 1897-98.

The number of total losses was 341 (tonnage 152,996), the figures being lower by 79 as regards number, and by 26,680 as regards tonnage, than for 1899-1900; lower by 59 as regards number, and by 22,685 as regards tonnage, than for 1898-99; and lower by 234 in number, and by 51,757 in tons, than the average for the last 25 years. The number of vessels lost was lower than in any of the previous 24 years, while the tonnage lost was lower than in any of those years except 1897-98.

Total Losses at Sea of Vessels of all Kinds belonging to the United Kingdom.

The description of the vessels (*i.e.*, sailing or steam) and the nature of the casualties (*i.e.*, foundering, strandings, collisions, other causes, missing vessels) which contributed to the total losses during the last 25 years are shown in the following Tables. Casualties to His Majesty's ships are not included in any of the tables in the preface, nor in any of the tables in the body of the return except tables 53, 54, and 57 to 61:—

I.—STATEMENT showing the Number and Tonnage of Vessels belonging to the United Kingdom Totally Lost at Sea during each of the 25 years ended on the 30th June 1901, and the Nature of the Casualties by which they were lost:—

(a.) Sailing Vessels.

Years.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1876-77.. ..	110	29,751	340	83,488	54	7,907	85	16,943	106	27,610	645	164,074
1877-78.. ..	104	29,523	294	80,210	56	9,073	26	15,458	50	18,214	531	147,761
1878-79.. ..	107	26,340	303	73,944	65	9,310	26	16,037	50	20,844	559	146,466
1879-80.. ..	109	26,610	295	71,380	61	8,008	24	10,477	47	24,053	506	150,436
1880-81.. ..	128	40,428	486	99,312	63	11,937	55	27,389	118	25,222	739	204,336
1881-82.. ..	160	33,479	340	83,173	71	12,899	37	20,488	147	41,977	735	191,796
1882-83.. ..	112	26,550	381	85,263	51	8,965	26	18,571	133	33,965	663	184,483
1883-84.. ..	105	23,613	273	69,496	61	10,945	26	16,182	109	34,665	561	155,191
1884-85.. ..	73	15,436	308	47,040	63	7,666	17	8,961	43	11,798	398	80,853
1885-86.. ..	66	11,975	220	57,593	70	6,626	34	13,274	40	20,693	427	118,161
1886-87.. ..	73	17,352	225	53,381	75	10,655	43	19,833	48	17,862	468	118,563
1887-88.. ..	79	15,794	203	53,403	73	7,334	58	21,645	26	15,538	448	113,536
1888-89.. ..	64	10,031	186	50,551	60	15,295	28	11,966	46	15,250	399	103,219
1889-90.. ..	60	10,068	191	54,758	63	8,295	27	10,233	26	11,748	367	83,065
1890-91.. ..	71	14,006	190	43,659	69	9,769	16	4,814	64	25,027	410	85,377
1891-92.. ..	95	23,986	162	47,509	70	8,070	23	6,467	49	16,126	437	102,469
1892-93.. ..	58	13,076	106	30,821	45	4,922	18	12,805	26	19,320	265	81,444
1893-94.. ..	69	9,303	223	41,076	56	4,505	23	11,568	57	16,594	430	83,071
1894-95.. ..	73	11,664	177	37,491	63	4,555	22	4,339	64	13,624	399	71,683
1895-96.. ..	76	11,580	127	36,490	56	7,045	23	14,009	28	27,213	230	96,387
1896-97.. ..	71	8,949	219	44,502	67	5,622	21	10,313	22	13,767	391	82,596
1897-98.. ..	45	5,477	171	30,269	51	2,969	15	900	16	6,205	298	46,329
1898-99.. ..	54	7,222	144	24,442	40	3,544	16	4,341	22	14,990	276	83,479
1899-1900.. ..	46	7,223	156	26,544	47	4,070	11	1,717	24	6,555	283	46,906
1900-1901.. ..	49	8,405	126	24,538	22	3,235	15	11,717	20	19,226	238	67,171
TOTAL	2,087	448,513	5,650	1,330,437	1,473	187,261	697	309,967	1,406	491,410	11,250	2,787,323

(b.) Steam Vessels.

Year.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1876-77..	8	5,955	47	38,363	13	8,389	5	2,890	12	10,980	86	54,567
1877-78..	14	5,900	56	38,126	9	5,904	—	—	10	5,815	89	53,165
1878-79..	11	5,801	61	38,667	19	7,948	4	1,665	9	8,365	95	63,546
1879-80..	18	16,228	53	40,064	14	9,299	5	1,091	12	10,890	102	77,688
1880-81..	19	6,052	68	50,121	21	14,182	1	588	8	6,363	117	77,308
1881-82..	22	11,885	79	48,814	19	12,234	6	4,868	25	20,920	161	98,691
1882-83..	19	12,467	101	72,337	14	9,878	2	1,449	19	14,636	155	111,262
1883-84..	10	2,777	79	58,130	26	18,428	7	5,117	12	6,886	136	90,339
1884-85..	16	8,300	97	76,752	27	18,967	6	2,707	16	14,105	163	120,280
1885-86..	11	4,214	87	74,761	18	14,840	6	1,239	4	2,000	126	97,154
1886-87..	19	8,114	77	58,180	21	10,567	4	1,624	13	18,739	139	95,314
1887-88..	23	9,049	86	48,189	20	11,021	6	4,423	14	14,632	129	87,314
1888-89..	17	10,063	61	40,945	29	22,519	7	2,224	7	3,994	121	80,745
1889-90..	17	9,700	67	55,432	25	18,582	7	4,967	11	10,149	127	82,821
1890-91..	17	6,436	74	71,330	23	18,786	9	7,870	5	7,061	133	111,539
1891-92..	14	8,042	71	62,112	14	9,260	11	7,066	10	7,272	120	94,543
1892-93..	6	2,402	57	48,679	20	12,667	11	4,950	4	5,708	96	73,226
1893-94..	17	14,685	81	62,610	20	18,260	7	2,957	19	18,539	154	117,951
1894-95..	10	3,662	69	51,893	25	14,635	8	4,457	19	7,010	130	81,697
1895-96..	10	5,246	70	72,806	23	21,403	6	5,181	9	9,153	127	112,601
1896-97..	13	2,469	74	65,215	15	10,723	5	5,419	10	11,185	117	85,696
1897-98..	22	15,388	59	58,452	26	13,908	8	5,304	7	5,177	121	85,379
1898-99..	26	19,321	57	58,448	21	18,241	7	6,509	12	19,063	124	122,202
1899-1900	15	8,322	80	82,477	26	19,877	6	8,692	26	12,200	157	152,985
1900-1901	13	5,523	55	58,149	29	14,379	4	1,830	5	5,624	103	85,325
Total ..	387	209,626	1,745	1,414,932	533	354,012	180	87,267	206	255,509	2,118	2,231,509

(c.) Total Sailing and Steam.

1876-77..	118	36,706	287	108,836	47	16,196	40	19,233	118	38,500	790	218,461
1877-78..	118	35,122	352	118,336	64	14,877	26	15,442	60	19,029	620	200,908
1878-79..	118	32,141	363	118,611	75	17,268	30	17,322	59	29,209	645	210,141
1879-80..	127	32,928	318	111,324	75	17,307	29	11,568	59	34,942	608	228,099
1880-81..	157	46,478	584	149,832	84	26,109	54	27,977	129	31,645	956	281,542
1881-82..	183	45,144	419	131,967	90	24,932	42	25,526	172	62,697	906	290,267
1882-83..	121	33,957	422	158,089	65	16,538	28	15,120	152	47,821	606	276,226
1883-84..	113	27,690	351	125,616	59	29,372	42	21,299	121	41,122	717	245,501
1884-85..	89	23,728	299	122,792	60	26,562	23	11,638	59	25,902	580	211,264
1885-86..	74	16,189	207	122,254	68	21,466	40	19,612	44	22,668	552	212,215
1886-87..	92	25,946	202	110,561	66	21,222	46	21,457	66	34,561	602	212,777
1887-88..	102	24,772	269	101,592	92	19,256	59	26,069	49	30,160	672	200,249
1888-89..	81	20,994	249	91,496	89	27,614	25	14,510	82	19,266	507	183,164
1889-90..	77	19,732	258	110,190	68	24,872	84	15,120	37	21,895	494	171,122
1890-91..	88	20,494	264	111,122	97	29,555	25	12,624	69	30,063	543	206,619
1891-92..	107	32,020	262	109,921	84	18,020	24	12,522	69	23,499	547	197,002
1892-93..	64	18,478	162	77,840	65	17,479	29	17,455	22	25,528	382	154,780
1893-94..	86	23,888	204	103,686	86	23,265	20	14,550	78	35,122	584	200,622
1894-95..	82	15,526	245	89,484	88	19,120	20	8,798	82	20,644	529	153,640
1895-96..	86	16,926	197	111,268	89	23,448	20	19,120	46	26,268	447	212,222
1896-97..	84	21,415	262	108,715	72	15,755	26	15,782	52	24,962	508	177,569
1897-98..	67	18,816	220	88,721	76	16,577	23	5,904	22	12,022	419	142,099
1898-99..	80	26,542	201	82,890	61	19,226	22	12,850	25	34,012	400	175,681
1899-1900	61	16,244	215	109,021	75	22,947	19	10,609	60	18,255	420	179,676
1900-1901	59	14,228	180	82,667	68	17,864	19	12,547	25	24,260	341	152,986
Total ..	2,444	658,146	7,295	2,765,269	2,066	541,274	817	407,064	1,708	748,979	14,268	5,118,222

The foregoing Table shows that excluding His Majesty's ships, 14,368 vessels of all descriptions (tonnage 5,118,832) belonging to the United Kingdom were totally lost in the 25 years ended June 1901. The average annual loss was 575 vessels (tonnage 204,753) as compared with a loss of 341 vessels (tonnage 152,996) in 1900-1901. The losses of sailing vessels fell from an average of 459 vessels (tonnage 113,340) for the previous 24 years to an actual loss of 238 vessels (tonnage 67,171) in 1900-1901. The losses of steam vessels were 103 (tonnage 85,825), while the average of losses in the previous 24 years was 126 vessels (tonnage 93,570).

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

The following Tables include not only the lives lost by the wrecks described in the foregoing Tables, but also the lives lost by casualties not resulting in the total loss of the vessels.

II.—STATEMENT showing the Number of Lives Lost at Sea by Wrecks of and Casualties to Vessels belonging to the United Kingdom during each of the 25 years ended on the 30th June 1901, showing also the Nature of the Wrecks and Casualties, and distinguishing Crew from Passengers :—

(a.) Sailing Vessels.

Years	Foundering.				Strandings.				Collisions.				Other Causes.				Missing Vessels.				Totals.			
	No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.		
		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total
1876-77	21	85	1	86	37	325	9	344	28	88	1	89	59	89	1	90	105	936	63	999	270	1,111	78	1,300
1877-78	21	90	8	98	11	192	22	214	17	64	63	127	45	71	—	71	50	441	12	453	174	869	105	964
1878-79	18	75	1	76	46	162	10	173	11	74	1	75	44	70	—	71	50	562	14	576	181	943	26	969
1879-80	15	55	2	57	22	91	4	95	24	71	3	74	43	81	1	111	11	104	64	168	151	902	74	976
1880-81	23	118	1	119	90	437	3	440	23	65	5	60	84	161	11	173	118	890	4	894	237	1,361	24	1,385
1881-82	65	316	—	316	11	111	12	243	28	73	1	74	71	133	2	134	147	1,111	11	1,361	269	2,096	30	2,126
1882-83	24	73	—	73	53	260	7	267	30	76	5	81	89	154	4	156	133	1,076	4	1,080	394	1,829	30	1,859
1883-84	36	104	—	104	37	111	11	200	24	63	—	63	90	112	7	129	109	1,034	10	1,044	266	1,536	83	1,619
1884-85	17	66	5	71	26	104	14	118	20	47	—	47	85	122	9	131	43	860	6	866	181	939	34	739
1885-86	17	63	2	70	25	123	5	137	17	35	3	38	78	151	6	157	40	111	8	119	175	111	24	831
1886-87	15	76	4	80	28	95	3	97	26	111	260	371	74	181	10	191	11	474	7	481	181	936	263	1,230
1887-88	17	67	23	90	26	183	10	192	11	74	3	77	82	157	2	139	35	537	6	543	193	847	42	889
1888-89	14	37	—	37	27	100	11	117	11	77	4	81	64	119	4	123	46	117	45	162	193	780	73	933
1889-90	18	43	1	43	23	136	1	137	23	46	2	48	84	121	4	125	26	278	1	279	174	823	9	832
1890-91	19	43	3	45	43	111	5	161	30	63	—	63	51	76	7	83	64	561	14	565	197	111	20	900
1891-92	30	105	2	107	34	202	7	209	23	79	6	85	71	125	5	130	11	484	19	495	211	973	39	1,012
1892-93	11	71	4	75	11	52	2	54	11	31	—	31	69	107	4	111	28	584	10	594	111	645	20	665
1893-94	13	11	43	53	45	197	7	204	15	43	—	43	87	111	38	177	57	455	1	456	217	874	11	885
1894-95	23	76	37	106	37	188	2	190	18	39	2	41	109	111	3	139	64	117	4	121	251	886	36	922
1895-96	33	69	16	79	21	69	8	111	11	65	3	68	61	106	12	117	33	511	11	522	175	850	48	898
1896-97	17	45	1	47	19	106	1	107	10	26	2	28	11	71	1	73	23	256	2	258	117	506	7	513
1897-98	6	34	—	34	19	64	4	68	17	24	1	25	69	105	3	113	11	151	1	152	117	378	14	392
1898-99	14	51	—	51	13	73	11	83	15	30	2	32	67	111	10	112	23	279	3	281	130	535	24	559
1899-1900	15	11	1	13	11	63	2	65	11	36	3	39	11	69	4	74	24	176	1	177	122	111	15	126
1900-01	16	57	5	63	16	78	1	79	15	43	—	43	63	82	6	88	20	511	—	511	111	574	12	586
Total—	513	1,911	146	2,057	820	3,966	235	4,203	508	1,435	379	1,814	1,769	2,628	158	2,981	1,402	13,220	330	13,550	5,023	1,348	24,705	

(b.) Steam Vessels.

1876-77	4	39	—	39	7	83	—	83	7	29	—	29	13	31	—	31	13	111	81	111	11	509	31	539
1877-78	4	33	1	34	11	117	117	277	7	26	9	35	21	34	2	11	10	201	—	201	53	486	129	617
1878-79	5	32	—	32	11	96	8	104	3	60	13	73	27	38	1	39	11	207	2	209	11	433	24	457
1879-80	7	11	176	285	11	67	10	67	6	5	1	6	26	34	8	42	13	267	—	267	64	111	185	297
1880-81	11	63	1	63	14	171	10	187	13	39	2	41	30	26	—	26	11	193	2	194	84	490	31	511
1881-82	9	110	11	129	13	182	107	249	6	26	7	11	32	11	17	63	25	549	23	572	85	913	233	1,146
1882-83	10	93	58	150	19	104	9	213	10	47	4	51	89	55	—	55	19	583	—	583	97	781	71	852
1883-84	5	11	—	28	15	123	45	167	9	73	71	149	25	11	—	44	12	117	1	233	66	504	123	636
1884-85	6	121	1	122	13	46	1	50	12	74	23	97	34	41	4	45	11	886	10	896	81	668	49	719
1885-86	1	1	—	1	18	51	11	62	7	26	16	43	11	19	—	19	4	64	—	64	36	180	27	187
1886-87	5	71	5	76	11	186	43	179	12	35	7	32	23	26	1	37	13	363	—	363	63	840	56	896
1887-88	6	11	16	61	11	71	43	111	7	36	6	44	24	34	3	11	14	312	5	317	63	502	73	574
1888-89	5	35	—	35	9	69	11	74	14	163	5	163	23	33	7	11	7	152	709	111	58	447	728	1,173
1889-90	8	39	39	137	9	79	69	168	13	63	5	68	31	49	2	51	11	296	35	261	77	489	169	655
1890-91	6	41	1	42	14	87	—	87	10	67	569	623	35	42	3	45	5	144	1	145	70	381	581	942
1891-92	3	38	—	38	11	31	—	31	5	25	2	11	53	60	10	70	10	181	1	182	11	345	13	358
1892-93	1	2	—	2	10	261	70	321	4	27	9	36	23	40	5	45	1	111	6	117	11	411	90	511
1893-94	6	59	—	69	12	30	1	11	10	11	25	74	50	64	—	64	19	394	11	406	97	646	33	679
1894-95	1	12	—	12	9	45	1	47	9	30	—	30	40	108	1,156	1,294	19	264	1	265	87	450	111	1,638
1895-96	4	17	—	17	8	162	164	326	11	70	263	323	34	64	8	72	8	171	1	172	65	484	426	910
1896-97	3	11	—	11	11	111	111	174	6	16	5	21	11	67	—	67	11	245	6	251	80	485	39	524
1897-98	3	30	—	30	2	11	—	20	6	28	36	64	39	63	1	11	7	110	1	111	57	351	38	389
1898-99	10	102	1	111	7	113	130	243	8	43	—	11	63	67	3	11	11	337	1	338	86	648	135	801
1899-1900	5	95	1	96	17	82	13	75	6	35	—	35	11	64	—	64	26	390	—	390	94	616	14	630
1900-01	4	49	7	53	12	107	19	126	14	61	16	11	39	11	—	46	5	108	—	108	74	383	42	425
Total—	130	1,399	111	1,600	111	3,604	1,001	3,905	218	1,189	1,076	1,111	817	1,194	1,231	2,436	303	5,316	684	7,203	1,748	12,581	4,523	17,103

(c.) Total Sailing and Steam.

Years	Foundering.				Stranding.				Collisions.				Other Causes.				Missing Vessels.				Totals.			
	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases	Lives Lost.			No. of Cases
	Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total		Crew	Passengers and others	Total	
1876-77	26	124	1	126	84	386	470	36	117	1	118	77	120	1	121	117	1,233	144	1,427	318	2,042	156	2,198	
1877-78	25	128	9	132	53	363	416	24	94	73	166	68	117	2	119	60	641	12	653	227	1,317	254	1,561	
1878-79	23	107	1	108	51	258	309	82	134	14	148	71	108	1	109	59	769	16	785	236	1,376	80	1,456	
1879-80	23	144	178	323	33	148	181	30	76	4	80	71	116	9	124	59	111	11	122	216	1,344	260	1,604	
1880-81	33	189	3	192	101	808	909	34	94	7	101	104	187	11	198	111	1,082	6	1,088	401	2,151	45	2,196	
1881-82	74	426	19	445	66	413	479	29	99	8	107	103	110	19	129	172	1,395	33	1,428	444	3,011	111	3,122	
1882-83	34	165	55	223	77	454	531	30	123	9	132	128	100	4	213	152	1,459	4	1,463	111	1,440	11	1,451	
1883-84	11	132	—	132	52	244	296	33	126	76	201	115	166	7	173	111	1,271	11	1,282	552	2,040	205	2,245	
1884-85	23	187	6	193	39	150	189	32	111	23	144	119	108	13	121	59	748	16	764	272	1,367	70	1,437	
1885-86	18	69	2	71	36	178	214	24	51	19	70	87	109	6	115	44	545	8	553	311	1,017	51	1,068	
1886-87	30	147	9	166	34	281	315	37	127	276	403	97	207	11	218	66	856	7	863	259	1,718	140	1,858	
1887-88	23	112	33	150	27	235	262	29	111	9	120	111	171	6	177	49	699	10	709	254	1,349	114	1,463	
1888-89	19	72	—	72	26	189	215	26	235	9	244	107	152	21	163	53	579	754	1,233	331	1,207	799	2,006	
1889-90	26	130	40	170	32	208	240	41	99	7	106	115	170	6	176	37	504	36	540	251	1,100	179	1,279	
1890-91	25	83	4	87	57	243	300	29	149	556	705	89	118	10	128	69	725	15	740	267	1,318	590	1,908	
1891-92	23	143	2	145	45	233	278	28	111	8	119	118	135	15	150	11	645	11	656	281	1,390	58	1,448	
1892-93	17	73	1	77	25	308	323	30	58	9	67	97	147	9	156	32	505	11	516	191	1,086	110	1,196	
1893-94	19	99	43	142	57	277	334	25	92	25	117	107	205	23	228	76	949	15	964	314	1,520	139	1,659	
1894-95	24	90	27	117	11	234	245	27	69	2	71	111	244	1,159	1,403	83	711	5	716	338	1,348	1,196	2,544	
1895-96	37	96	10	66	29	261	320	33	111	236	391	95	170	19	189	11	117	17	128	240	1,374	174	1,548	
1896-97	19	57	1	58	30	252	282	16	42	7	49	99	139	1	140	33	501	8	509	197	921	11	1,032	
1897-98	9	64	—	64	11	84	95	23	52	27	89	108	168	9	177	23	291	2	293	111	639	52	691	
1898-99	11	168	1	169	19	111	130	23	78	2	80	125	169	13	182	35	616	3	620	226	1,291	159	1,450	
1899-1900	20	141	5	146	38	154	192	29	71	3	74	87	124	1	125	11	536	1	537	216	1,038	11	1,049	
1900-01	10	103	13	115	28	185	203	29	127	11	138	109	128	6	134	25	414	—	414	204	957	54	1,011	
Total	643	3,210	472	3,682	1,110	8,572	9,682	726	2,604	1,477	4,081	2,586	4,017	1,388	5,405	1,705	19,635	1,218	20,853	6,770	36,038	5,770	41,808	

The foregoing Tables show that during the last 25 years 6,770 wrecks and casualties to ships belonging to the United Kingdom have been attended with fatal results to 41,808 persons, of whom 36,038 were members of the crews and 5,770 were passengers, pilots, or other persons not on articles of agreement.

The average annual loss during the 25 years was 1,672 persons, consisting of 1,441 crew and 231 passengers, and the loss in 1900-1901 was 1,011 persons, of whom 957 were crew and 54 were passengers. Compared with the average for the previous 24 years, the figures show a decrease of 505 in the number of seamen and of 184 in the number of passengers lost, the loss of seamen in 1900-1901 being lower than in any previous year except 1897-98. The loss of life in 1895-96 was swollen by the loss of 247 lives through the wreck of the "Drummond Castle," and the loss of 277 lives through the sinking of the "On Wo," of London, by collision with the "Newchwang." The number of passengers lost in 1894-95 was swollen by the large number (1,150) of Chinese soldiers drowned by the sinking of the "Kow Shing," of London.

The average number of seamen lost during the 25 years in sailing vessels was 938 and of passengers 50, against 574 seamen and 12 passengers lost in 1900-1901.

The average number of seamen lost in steamships was 503 and of passengers 181, against 383 seamen and 42 passengers lost in 1900-1901. The loss of life in steamships in 1898-99 was swollen by the loss of 106 lives (62 crew and 44 passengers) through the wreck of the "Mohagan," and of 105 lives (19 crew and 86 passengers) through the wreck of the "Stella."

Tables relating to loss of life from registered trading vessels only are given later on.

Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

The total number of sea casualties which occurred in 1900-1901 (total losses and serious and minor casualties) was 633.

The number of Total Losses was 205 (tonnage 29,947), against an average yearly loss of 318 vessels and 56,863 tons for the previous 24 years.

III.—STATEMENT showing the Number and Tonnage of Sailing and Steam Vessels belonging to British Possessions Abroad reported as Totally Lost at Sea during each of the 25 Years ended on the 30th June 1901 :—

Years.	Sailing.		Steam.		Totals.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1876-77	411	70,321	11	2,708	425	73,029
1877-78	331	63,159	13	4,048	344	67,207
1878-79	372	81,569	20	6,586	392	88,155
1879-80	356	68,690	7	1,272	363	69,962
1880-81	343	62,815	11	2,692	354	65,507
1881-82	374	83,344	21	4,608	395	87,952
1882-83	345	62,470	28	6,657	373	69,127
1883-84	367	68,361	16	5,137	383	73,498
1884-85	363	54,437	15	3,527	378	57,964
1885-86	424	68,747	17	6,254	441	75,001
1886-87	384	63,684	20	6,525	410	70,209
1887-88	311	57,489	22	3,040	333	60,529
1888-89	229	46,161	17	3,583	246	49,744
1889-90	232	39,894	20	5,833	242	45,727
1890-91	278	40,380	15	3,253	293	43,633
1891-92	206	40,400	17	7,531	223	47,931
1892-93	257	46,008	18	3,828	275	49,836
1893-94	251	47,022	30	3,970	281	50,992
1894-95	242	32,469	19	7,960	261	40,429
1895-96	228	36,865	21	4,466	249	41,331
1896-97	170	25,531	24	5,511	194	31,042
1897-98	187	28,628	23	8,134	210	36,762
1898-99	252	30,998	18	6,218	270	37,216
1899-1900	277	25,697	21	6,238	298	31,935
1900-1901	183	21,090	22	8,857	205	29,947
Total ...	7,363	1,266,229	477	128,436	7,840	1,394,665

The serious casualties, not amounting to total loss, were 162, of which 24 occurred to steam vessels.

The loss of life in 1900-1901 was 269, against 642 in 1899-1900, 238 in 1898-99, 455 in 1897-98, 210 in 1896-97, 217 in 1895-96, 499 in 1894-95, 348 in 1893-94, 346 in 1892-93, 943 in 1891-92, 289 in 1890-91, 340 in 1889-90, 227 in 1888-89, 991 in 1887-88, 1,529 in 1886-87, and an average of 549 for the 10 years preceding 1886-87.

The number of lives lost in 1899-1900 was swollen by the loss of 123 lives from pearl-fishing vessels off the coast of Queensland through a gale which prevailed in the vicinity of Cape Melville in March, 1899, and by the loss of 259 lives from a number of small vessels in the Bahamas through a gale which visited those islands in August, 1899.

The number lost in 1897-98 was swollen by the foundering of the "Sri Hong Ann," of Singapore, with the loss of 119 lives; and the number in 1891-92 by the foundering of the "Namchow," of Penang, with the loss of 361 lives, and by the disappearance of the "Deccan," of Bombay, with the loss of 258 lives.

The number in 1887-88 was swollen by the loss of 495 Chinese passengers in the "Wah Yeung," of Hong Kong, and 131 passengers in a ferry boat on the river Hooghly below the boundary fixed for river casualties. The number in 1886-87 was swollen by the loss of 735 Indian passengers in the missing steamer "Sir John Lawrence."

The number of missing vessels in 1900-1901 was 11, against 12 in 1899-1900, 16 in 1898-99, 8 in 1897-98, 7 in 1896-97, 9 in 1895-96, 18 in 1894-95, 16 in 1893-94, 19 in 1892-93, 12 in 1891-92, 21 in 1890-91, 15 in 1889-90, 14 in 1888-89, 21 in 1887-88, 14 in 1886-87, and an average of 28 in the 10 years preceding 1886-87. The missing vessels in 1900-1901 were as follows :—

Sailing vessels	8,	tonnage	1,468,	lives lost	54
Steam	"	3	"	2,807	"
Total ...	11		4,275		114

Sea Casualties to British Vessels of all Kinds.—Summary.

The total number of sea casualties (total losses and serious and minor casualties) which occurred to British vessels was 6,054.

The number of Total Losses at Sea was 546 (tonnage 182,943). This is, as regards vessels, lower than in any of the previous 24 years, and, as regards tonnage, lower than in any of those years except 1897-98.

IV.—STATEMENT showing the Total Number and Tonnage of Sailing and Steam Vessels belonging to the United Kingdom and British Possessions Abroad reported as Totally Lost at Sea during each of the 25 years ended on 30th June 1901.

Years.	Sailing.		Steam.		Totals.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1876-77	1,056	234,395	99	57,095	1,155	291,490
1877-78	862	210,920	102	57,193	964	268,113
1878-79	922	228,064	115	70,232	1,037	298,296
1879-80	862	219,118	109	78,934	971	298,052
1880-81	1,181	267,051	128	79,998	1,309	347,049
1881-82	1,129	275,140	172	103,099	1,301	378,239
1882-83	998	226,908	183	118,549	1,181	345,452
1883-84	948	223,552	154	95,447	1,102	318,999
1884-85	761	145,290	177	124,358	938	269,648
1885-86	831	183,908	143	103,408	974	287,316
1886-87	847	182,247	165	101,739	1,012	283,986
1887-88	754	171,024	151	90,354	905	261,378
1888-89	615	149,380	138	84,328	753	233,708
1889-90	582	132,959	147	104,654	736	237,613
1890-91	688	135,657	148	114,786	836	250,443
1891-92	633	142,860	137	102,074	770	244,934
1892-93	512	127,452	116	77,164	628	204,616
1893-94	681	130,093	184	121,521	865	251,614
1894-95	641	104,152	149	89,917	790	194,069
1895-96	548	135,202	148	118,357	696	253,559
1896-97	561	108,094	141	100,517	702	208,611
1897-98	485	74,848	144	104,013	629	178,861
1898-99	528	84,477	142	128,420	670	212,897
1899-1900	540	72,505	178	139,106	718	211,611
1900-1901	421	88,261	125	94,682	546	182,943
Total ...	18,513	4,053,552	3,595	2,459,945	22,208	6,513,497

In 1900-1901 the loss of life by sea casualties was 1,280 against 1,697 in 1899-1900, 1,598 in 1898-99, 1,136 in 1897-98, 1,247 in 1896-97, 2,025 in 1895-96, 3,043 in 1894-95, 1,997 in 1893-94, 1,542 in 1892-93, 2,315 in 1891-92, 2,197 in 1890-91, 1,627 in 1889-90, 2,233 in 1888-89, 2,454 in 1887-88, 3,445 in 1886-87, and an average of 2,500 for the 10 years preceding 1886-87. As already explained, the number lost in 1894-95 was greatly swollen by the loss of Chinese soldiers in the "Kow Shing."

The number of missing vessels in 1900-1901 was 36, against 62 in 1899-1900, 51 in 1898-99, 31 in 1897-98, 40 in 1896-97, 55 in 1895-96, 101 in 1894-95, 92 in 1893-94, 51 in 1892-93, 71 in 1891-92, 90 in 1890-91, 52 in 1889-90, 67 in 1888-89, 70 in 1887-88, 80 in 1886-87, and an average of 125 in the 10 years preceding 1886-87. The missing vessels in 1900-1901 were as follows:—

Sailing vessels	28,	tonnage	20,694,	lives lost	365
Steam	" 8	"	8,441	"	163
Total ...	36		29,135		528

Casualties to Foreign Vessels.

The number of casualties reported in 1900-1901 as having occurred to Foreign vessels on or near the coasts of the United Kingdom and British Possessions Abroad was 599 (tonnage 340,980), of which 82 (tonnage 37,567) were attended with total loss of the vessels. The losses of steamships were 13 (tonnage 12,933), and of sailing ships 69 (tonnage 24,634). The number of casualties in rivers and harbours was 415 (tonnage 334,660), but of the vessels only 1 (tonnage 188) was totally lost.

95 lives were lost by 24 casualties to Foreign vessels on or near British coasts, and 9 by 3 casualties to Foreign vessels in British rivers and harbours.

Deaths of Seamen from all Causes.

The gross results as regards mortality amongst seamen employed in British vessels will be found in the following Abstracts, full details being given in the body of the Return in the Tables referred to in the headings.

Deaths in unregistered merchant vessels, registered river craft, and yachts, except those arising from wreck and casualty, are not included in the following tables, and there is also reason to believe that the deaths in Colonial sea-going registered vessels and fishing vessels are not all reported. Amongst the deaths shown as having occurred in Rivers and Harbours in 1900-1901 are those of 196 seamen who died from accident or disease after discharge from ships registered in the United Kingdom, 12 after discharge from ships registered in the Colonies, and 1 after discharge from a fishing vessel belonging to the United Kingdom:—

V.—STATEMENT showing the Number of Deaths of Seamen from all causes at Sea in Vessels belonging to the United Kingdom.

Years.	Deaths in Trading Vessels registered under the Merchant Shipping Acts.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft. (See Tables 40 and 44.)	Totals.			
	By Wrecks of, or Casualties to, the Vessels. (See Tables 12 to 17.)	By other Accidents. (See Table 18.)	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels. (See Table 45.)	By other Accidents. (See Table 47.)	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1884-85	536	259	200	995	150	118	8	276	18	669	362	306	1,337
1885-86	695	224	234	1,153	123	94	11	228	39	857	411	245	1,513
1886-87	704	233	204	1,141	158	96	8	262	66	928	339	313	1,470
1887-88	652	320	110	1,082	169	197	4	361	55	847	411	314	1,572
1888-89	636	333	111	1,073	203	159	14	376	31	790	492	239	1,521
1889-90	441	377	107	925	143	112	9	264	39	622	389	216	1,227
1890-91	900	239	100	1,239	100	71	10	181	37	937	400	313	1,450
1891-92	748	227	221	1,196	108	91	10	209	41	876	318	281	1,475
1892-93	588	199	183	970	77	73	11	161	11	645	271	164	1,080
1893-94	607	246	165	1,018	226	75	10	311	11	874	321	175	1,370
1894-95	563	213	186	962	276	69	11	356	39	896	292	193	1,381
1895-96	684	280	173	1,037	163	61	14	238	63	860	291	187	1,338
1896-97	468	179	135	722	71	66	8	145	26	606	245	111	962
1897-98	246	146	160	552	110	55	6	171	17	378	199	166	743
1898-99	435	129	150	714	79	63	9	140	31	535	183	101	819
1899-00	303	104	128	535	66	29	8	103	39	410	111	136	657
1900-01	473	134	112	719	71	28	5	104	24	574	163	117	854
Total	5,691	3,691	3,065	16,042	2,389	1,490	162	3,971	611	12,296	5,121	3,307	20,724
(b.) Lives Lost in Steam Vessels.													
1884-85	667	101	231	999	—	1	1	2	1	668	102	232	1,002
1885-86	184	110	291	585	5	—	—	5	1	190	110	291	591
1886-87	639	126	325	1,090	—	2	2	4	1	640	127	327	1,094
1887-88	501	280	351	1,091	1	1	2	7	—	502	281	352	1,095
1888-89	411	165	354	930	29	3	—	32	—	447	168	354	969
1889-90	460	111	314	885	14	2	—	16	12	482	213	315	1,010
1890-91	577	162	336	1,075	4	6	1	11	—	581	167	337	1,085
1891-92	330	181	484	995	11	1	—	12	1	342	182	484	1,008
1892-93	411	116	301	828	11	6	2	19	6	434	122	303	869
1893-94	564	111	383	1,058	51	10	4	65	1	626	194	387	1,207
1894-95	354	186	397	937	11	6	1	18	—	450	197	373	1,020
1895-96	468	174	365	1,007	15	17	3	35	1	494	191	388	1,073
1896-97	497	223	402	1,122	11	28	2	41	1	498	261	404	1,163
1897-98	219	141	391	751	32	19	2	53	—	251	108	398	812
1898-99	639	183	377	1,199	37	11	10	58	—	686	216	387	1,289
1899-00	433	143	616	1,092	175	37	10	222	8	616	179	626	1,421
1900-01	368	175	505	1,048	25	28	11	64	—	393	203	517	1,113
Total	7,592	2,836	6,313	16,741	510	211	67	784	33	8,051	3,046	6,370	17,467
(c.) Total.													
1884-85	1,193	360	431	1,984	150	119	9	272	18	1,367	664	538	2,569
1885-86	879	334	525	1,738	128	95	11	234	40	1,017	422	586	1,965
1886-87	1,343	359	539	2,241	158	98	11	267	67	1,568	460	640	2,668
1887-88	1,153	550	561	2,273	169	201	6	376	55	1,340	780	667	2,787
1888-89	944	498	569	2,011	203	163	14	380	31	1,074	660	551	2,285
1889-90	1,111	498	521	2,130	157	114	9	280	51	1,309	602	530	2,441
1890-91	1,177	391	569	2,137	104	76	11	191	37	1,318	487	570	2,375
1891-92	1,076	408	686	2,169	200	95	10	305	41	1,320	603	686	2,609
1892-93	952	314	464	1,730	88	79	13	180	46	1,066	398	487	1,951
1893-94	1,201	420	646	2,267	280	85	14	379	50	1,520	615	661	2,796
1894-95	957	409	553	1,919	276	80	13	369	39	1,348	439	586	2,373
1895-96	1,103	394	558	2,055	178	78	17	273	54	1,334	482	573	2,390
1896-97	875	211	587	1,673	89	94	10	203	37	991	506	547	2,044
1897-98	465	285	561	1,311	147	72	8	227	17	626	217	539	1,382
1898-99	1,064	311	527	1,902	106	87	18	211	31	1,301	398	545	2,244
1899-00	739	243	644	1,626	243	66	19	328	47	1,036	313	665	2,014
1900-01	1,111	308	617	2,036	103	53	17	173	24	957	295	611	1,863
Total	16,796	6,336	9,366	32,498	2,905	1,941	209	4,755	644	20,347	8,167	9,377	38,891

VI.—STATEMENT showing the Number of Deaths of Seamen from all causes in Rivers and Harbours in Vessels belonging to the United Kingdom.

Years.	Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Acts.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft (See Table 75.)	Totals.			
	By Wrecks of, or Casualties to, the Vessels. (See Table 75.)	By other Accidents. (See Table 76.)	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels. (See Table 75.)	By other Accidents. (See Table 76.)	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1884-85	1	164	179	354	2	10	4	16	9	12	164	188	350
1885-86	5	121	210	336	1	4	4	9	5	11	135	214	350
1886-87	4	146	263	403	3	8	6	17	8	15	154	266	427
1887-88	5	71	166	242	2	11	6	21	5	12	82	174	269
1888-89	4	134	191	329	4	14	6	24	8	16	146	197	361
1889-90	5	138	210	348	1	10	6	19	12	18	143	218	379
1890-91	5	140	149	294	—	14	5	19	9	14	154	154	323
1891-92	4	129	234	367	—	8	2	10	13	17	137	236	390
1892-93	13	177	239	369	—	5	7	12	10	23	123	246	391
1893-94	6	111	209	326	2	8	13	23	19	27	119	223	368
1894-95	11	99	296	406	1	8	9	18	6	18	107	207	423
1895-96	3	93	237	333	1	6	5	12	10	14	99	243	356
1896-97	5	98	150	243	4	11	5	20	13	23	99	155	276
1897-98	9	85	135	229	—	11	4	15	17	26	96	139	261
1898-99	5	69	121	192	—	8	7	15	14	19	74	126	221
1899-00	4	87	126	219	2	8	6	16	10	25	95	134	254
1900-01	2	71	103	176	2	7	3	12	4	8	78	106	192
Total	91	1,845	3,211	5,147	26	151	102	278	182	297	1,998	3,319	5,606
(b.) Lives Lost in Steam Vessels.													
1884-85	—	187	364	451	—	—	—	—	—	—	187	364	451
1885-86	9	196	331	536	—	1	—	1	3	12	199	381	542
1886-87	2	189	315	506	—	2	—	2	4	6	191	315	512
1887-88	16	142	291	449	—	—	—	—	3	19	142	291	453
1888-89	14	209	285	508	—	2	—	2	4	18	211	285	514
1889-90	8	249	330	577	—	—	—	—	6	14	249	330	583
1890-91	26	256	334	616	—	1	—	1	1	27	259	334	626
1891-92	34	278	467	784	—	—	—	—	1	35	273	467	786
1892-93	5	318	366	690	—	1	1	2	2	7	218	367	583
1893-94	13	261	364	638	—	3	3	6	2	15	264	367	646
1894-95	9	256	366	631	—	3	—	3	1	10	264	366	640
1895-96	49	245	376	670	—	9	1	10	1	50	254	377	681
1896-97	19	233	315	568	—	5	4	9	—	19	237	319	575
1897-98	15	270	368	653	2	3	—	5	2	19	273	368	660
1898-99	12	285	466	763	—	8	4	12	3	15	289	470	774
1899-00	29	334	527	890	—	6	5	11	3	32	340	532	904
1900-01	12	290	547	849	—	6	7	13	2	14	296	554	864
Total	262	4,096	6,323	10,680	2	55	25	82	38	302	4,151	6,247	10,800
(c.) Total.													
1884-85	1	341	443	785	2	10	4	16	9	12	351	447	810
1885-86	14	317	541	874	1	5	4	10	8	23	334	545	892
1886-87	6	335	567	908	3	11	6	19	12	31	346	573	929
1887-88	21	313	457	691	2	11	8	21	8	31	224	465	720
1888-89	18	343	476	637	4	15	6	26	12	34	359	482	875
1889-90	13	362	530	825	1	10	8	19	18	32	369	538	922
1890-91	31	393	485	912	—	15	5	20	10	41	413	486	942
1891-92	26	402	731	1,159	—	8	2	10	14	42	410	732	1,176
1892-93	18	335	606	959	—	6	8	14	12	30	341	613	984
1893-94	19	372	573	964	2	11	16	29	21	42	383	599	1,014
1894-95	20	365	664	1,049	1	10	9	26	7	58	371	673	1,072
1895-96	53	338	613	1,004	1	15	6	22	11	64	353	614	1,028
1896-97	24	290	466	780	4	11	9	24	13	31	336	474	851
1897-98	24	355	503	882	2	11	4	20	19	45	369	507	921
1898-99	17	361	567	945	—	16	11	27	17	34	367	568	969
1899-00	23	421	653	1,100	2	11	11	24	22	57	435	686	1,176
1900-01	14	301	650	1,025	2	13	10	25	6	23	374	680	1,076
Total	353	5,941	9,538	15,822	27	206	127	360	219	509	6,147	9,600	15,406

VII.—STATEMENT showing the Number of Deaths of Seamen from all causes at Sea and in Rivers and Harbours in Vessels belonging to the United Kingdom.

Years.	Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Act.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft.	Totals.			
	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1864-65	637	413	379	1,319	161	113	13	286	28	711	636	391	1,628
1865-66	700	345	444	1,489	124	88	16	237	44	868	443	459	1,770
1866-67	708	379	456	1,543	161	104	15	280	74	943	483	471	1,897
1867-68	697	391	376	1,464	162	306	13	381	40	869	599	388	1,846
1868-69	530	467	406	1,402	307	173	30	400	39	776	640	435	1,841
1869-70	446	410	417	1,273	144	123	17	283	51	641	632	434	1,697
1870-71	306	369	332	1,006	100	66	16	200	46	661	454	397	1,772
1871-72	760	376	455	1,591	186	99	12	297	56	993	455	467	1,914
1872-73	641	315	362	1,318	77	78	18	173	50	698	393	419	1,471
1873-74	613	357	374	1,344	261	88	23	337	57	901	440	397	1,738
1874-75	694	332	484	1,400	277	77	16	370	46	916	399	500	1,815
1875-76	637	323	410	1,370	164	67	19	250	63	864	390	429	1,683
1876-77	413	267	365	985	76	77	13	166	39	638	344	368	1,370
1877-78	265	231	295	791	115	64	10	189	34	404	295	305	1,004
1878-79	430	193	271	894	79	61	16	155	46	554	256	266	1,086
1879-80	307	191	256	754	70	37	14	121	58	435	228	270	933
1880-81	474	205	215	894	80	36	8	123	26	582	240	233	1,046
Total	9,387	5,536	6,266	21,189	2,414	1,381	264	4,249	793	12,593	7,117	6,520	26,230
(b.) Lives Lost in Steam Vessels.													
1861-62	667	268	406	1,339	—	1	1	2	1	668	399	406	1,453
1862-63	163	306	623	1,093	5	1	—	6	4	172	309	622	1,103
1863-64	641	314	646	1,596	—	4	2	6	5	646	318	642	1,606
1864-65	517	381	642	1,540	1	4	2	7	3	521	385	644	1,550
1865-66	452	374	639	1,465	29	5	—	34	4	465	379	639	1,483
1866-67	468	460	634	1,562	14	2	—	16	18	500	462	634	1,606
1867-68	403	420	600	1,513	4	6	1	11	1	408	426	601	1,525
1868-69	364	333	931	1,759	14	4	—	18	2	370	333	931	1,779
1869-70	439	334	667	1,439	11	7	3	21	8	448	341	670	1,459
1870-71	607	445	717	1,769	51	13	7	71	3	661	445	754	1,873
1871-72	368	442	738	1,538	96	19	6	121	1	460	461	739	1,669
1872-73	517	419	701	1,637	16	36	4	45	2	534	445	705	1,744
1873-74	436	465	717	1,618	17	38	6	61	1	504	496	723	1,723
1874-75	234	419	739	1,412	34	22	2	58	2	270	441	761	1,472
1875-76	661	467	843	1,971	27	42	14	83	3	661	509	857	2,047
1876-77	463	376	1,043	1,881	175	43	16	233	11	648	619	1,068	2,235
1877-78	370	333	1,052	1,857	25	34	19	78	2	397	499	1,071	1,967
Total	7,764	6,861	12,635	27,330	618	266	82	866	71	8,363	7,197	12,717	28,287
(c.) Total.													
1861-62	1,194	701	871	2,766	161	114	13	288	34	1,379	815	887	3,041
1862-63	863	653	1,066	2,582	139	99	15	243	48	1,040	732	1,041	2,873
1863-64	1,349	698	1,066	3,113	161	108	17	286	79	1,589	801	1,113	3,503
1864-65	1,174	772	1,018	2,964	163	212	14	389	43	1,380	811	1,032	3,224
1865-66	982	841	1,041	2,864	236	178	30	444	43	1,241	1,019	1,084	3,324
1866-67	914	870	1,061	2,845	158	124	17	299	60	1,141	904	1,066	3,203
1867-68	1,306	789	1,042	3,039	104	91	11	211	57	1,359	680	1,068	3,297
1868-69	1,104	910	1,406	3,330	200	103	12	315	54	1,362	913	1,418	3,693
1869-70	970	649	1,059	2,678	68	86	21	164	54	1,116	734	1,080	2,930
1870-71	1,230	809	1,131	3,143	282	96	30	408	60	1,562	893	1,161	3,611
1871-72	937	764	1,217	2,938	373	96	22	491	56	1,376	880	1,239	3,475
1872-73	1,164	742	1,171	3,067	179	93	23	295	65	1,338	835	1,194	3,427
1873-74	880	711	1,002	2,633	93	110	19	222	51	1,032	842	1,021	2,895
1874-75	489	650	1,054	2,193	170	86	12	247	36	674	736	1,066	2,476
1875-76	1,081	662	1,114	2,857	106	103	29	238	48	1,235	763	1,113	3,143
1876-77	711	667	1,289	2,735	245	60	29	334	69	1,063	747	1,233	3,159
1877-78	844	679	1,267	2,781	165	69	27	261	30	979	739	1,294	3,012
Total	17,151	12,467	18,901	48,519	2,832	1,847	396	5,115	863	20,048	14,314	19,237	54,497

VIII.—STATEMENT showing the Number of Deaths of Seamen from all causes at Sea in Vessels belonging to British Possessions Abroad.

Years.	Deaths in Trading Vessels registered under the Merchant Shipping Acts.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft. (See Table 42 and Note to Table 43.)	Totals.			
	By Wrecks of, or Casualties to, the Vessels. (See Tables 28 to 34.)	By other Accidents. (See Table 35.)	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels. (See Table 42a.)	By other Accidents.	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1884-85	179	99	111	389	18	—	—	18	53	250	99	78	427
1885-86	258	111	80	449	38	—	—	38	162	341	103	—	444
1886-87	180	116	91	387	165	—	—	165	22	367	116	91	574
1887-88	254	121	80	455	20	—	—	20	14	368	111	—	479
1888-89	151	106	59	316	39	—	—	39	12	208	106	59	373
1889-90	215	75	81	371	1	—	—	1	8	294	75	81	350
1890-91	189	77	76	342	9	—	—	9	8	266	77	76	319
1891-92	167	—	73	240	23	—	—	23	69	260	96	73	429
1892-93	206	64	43	313	42	—	—	42	32	280	64	43	387
1893-94	212	75	48	335	17	—	—	17	35	264	75	—	339
1894-95	152	66	40	258	43	—	—	43	32	237	66	—	305
1895-96	145	44	32	221	9	—	—	9	30	184	44	32	260
1896-97	53	33	31	117	13	—	—	13	19	85	33	31	149
1897-98	169	33	26	228	6	—	—	6	5	179	33	30	242
1898-99	160	28	28	216	11	—	—	11	33	209	28	28	265
1899-00	220	27	30	277	150	—	—	150	111	536	27	30	593
1900-01	112	34	26	172	21	—	—	21	12	155	34	26	215
Total	3,052	1,196	918	5,166	629	—	—	629	732	4,426	1,196	918	6,500
(b.) Lives Lost in Steam Vessels.													
1884-85	1	1	4	6	—	—	—	—	—	1	1	4	6
1885-86	61	—	6	67	—	—	—	—	2	63	—	6	69
1886-87	124	4	7	135	—	—	—	—	3	127	4	7	138
1887-88	98	4	15	117	—	—	—	—	—	98	4	11	113
1888-89	14	8	11	33	—	—	—	—	—	14	8	11	33
1889-90	15	5	6	26	—	—	—	—	1	16	5	6	27
1890-91	36	4	9	49	—	—	—	—	—	36	4	9	49
1891-92	160	11	38	209	—	—	—	—	—	160	11	13	184
1892-93	11	4	10	25	—	—	—	—	—	11	4	10	25
1893-94	39	2	12	53	—	—	—	—	16	55	2	12	69
1894-95	106	3	7	116	—	—	—	—	—	106	3	7	116
1895-96	9	2	10	21	—	—	—	—	—	9	2	10	21
1896-97	36	6	6	48	—	—	—	—	—	36	6	6	48
1897-98	125	6	17	148	—	—	—	—	—	125	6	17	148
1898-99	11	5	12	28	—	—	—	—	1	12	5	12	29
1899-00	46	8	12	66	—	—	—	—	7	53	8	12	73
1900-01	101	5	12	118	—	—	—	—	—	101	5	11	117
Total	943	73	174	1,190	—	—	—	—	50	973	73	174	1,220
(c.) Total.													
1884-85	180	100	82	362	18	—	—	18	53	251	109	83	433
1885-86	319	102	86	507	28	—	—	28	164	511	102	96	609
1886-87	304	120	98	522	165	—	—	165	25	494	120	98	712
1887-88	292	125	80	497	20	—	—	20	14	326	125	95	546
1888-89	165	109	70	344	39	—	—	39	11	216	109	70	395
1889-90	230	75	81	386	1	—	—	1	9	240	80	87	407
1890-91	225	81	86	392	9	—	—	9	8	242	81	76	399
1891-92	333	107	91	531	23	—	—	23	69	455	107	91	653
1892-93	219	64	53	336	42	—	—	42	32	293	64	53	410
1893-94	251	75	60	386	17	—	—	17	51	319	77	60	456
1894-95	258	71	47	376	43	—	—	43	32	333	71	47	451
1895-96	154	46	42	242	9	—	—	9	30	193	46	42	281
1896-97	91	39	37	167	13	—	—	13	19	125	39	37	191
1897-98	294	39	37	370	6	—	—	6	5	304	39	37	380
1898-99	171	33	40	244	16	—	—	16	34	231	33	40	304
1899-00	266	25	42	333	150	—	—	150	173	539	25	42	606
1900-01	223	39	40	302	21	—	—	21	12	256	39	40	335
Total	3,973	1,271	1,092	6,336	629	—	—	629	732	5,066	1,271	1,092	7,329

IX.—STATEMENT showing the Number of Deaths of Seamen from all causes in Rivers and Harbours in Vessels belonging to British Possessions Abroad.

Years.	Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Acts.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft. (See Table 75.)	Totals.			
	By Wrecks of, or Casualties to, the Vessels. (See Table 75.)	By other Accidents. (See Table 77.)	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels. (See Table 75.)	By other Accidents.	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total
(a.) Lives Lost in Sailing Vessels.													
1884-85	—	57	58	90	—	—	—	—	9	9	57	68	90
1885-86	1	69	63	122	1	—	—	1	3	4	69	73	126
1886-87	6	81	108	110	—	—	—	—	3	9	81	100	142
1887-88	—	23	79	101	—	—	—	—	5	5	23	79	106
1888-89	6	16	58	79	—	—	—	—	9	11	16	56	86
1889-90	—	20	60	80	—	—	—	—	16	16	20	60	96
1890-91	—	27	74	101	—	—	—	—	6	6	27	74	107
1891-92	2	11	113	121	—	—	—	—	1	3	11	115	123
1892-93	—	21	70	97	—	—	—	—	11	15	21	76	110
1893-94	1	22	75	98	—	—	—	—	—	1	22	75	98
1894-95	—	21	75	96	—	—	—	—	—	—	21	75	96
1895-96	—	14	73	87	—	—	—	—	4	4	14	74	90
1896-97	—	9	19	28	—	—	—	—	—	—	9	19	28
1897-98	—	10	33	43	—	—	—	—	—	—	10	33	43
1898-99	—	10	37	47	—	—	—	—	1	1	10	37	48
1899-00	—	7	18	25	—	—	—	—	5	5	7	18	29
1900-01	—	6	38	44	—	—	—	—	1	1	6	38	45
Total	15	330	1,063	1,398	1	—	—	1	77	98	336	1,063	1,476
(b.) Lives Lost in Steam Vessels.													
1884-85	—	6	4	10	—	—	—	—	—	—	6	4	10
1885-86	2	9	15	26	—	—	—	—	34	34	9	15	49
1886-87	2	4	6	12	—	—	—	—	—	2	4	6	12
1887-88	—	4	4	8	—	—	—	—	9	9	4	4	17
1888-89	1	1	3	5	—	—	—	—	4	5	1	3	9
1889-90	1	2	7	10	—	—	—	—	9	10	2	7	19
1890-91	—	9	30	39	—	—	—	—	1	1	9	30	40
1891-92	—	6	18	24	—	—	—	—	3	3	6	18	27
1892-93	—	3	14	17	—	—	—	—	3	3	3	14	20
1893-94	—	6	15	21	—	—	—	—	7	7	6	15	28
1894-95	—	4	16	20	—	—	—	—	—	—	4	16	20
1895-96	—	6	11	17	—	—	—	—	14	11	6	16	36
1896-97	—	3	1	4	—	—	—	—	—	—	3	1	4
1897-98	—	7	15	22	—	—	—	—	—	—	7	15	22
1898-99	—	8	20	28	—	—	—	—	6	6	8	20	34
1899-00	13	7	8	28	—	—	—	—	12	10	7	8	45
1900-01	—	11	16	27	—	—	—	—	1	1	11	16	28
Total	24	96	211	331	—	—	—	—	101	127	96	211	434
(c.) Total.													
1884-85	—	43	57	100	—	—	—	—	9	9	63	67	109
1885-86	3	48	97	148	1	—	—	1	36	40	69	97	186
1886-87	8	85	108	193	—	—	—	—	3	11	85	100	196
1887-88	—	23	83	106	—	—	—	—	14	14	23	83	128
1888-89	6	19	58	84	—	—	—	—	23	11	19	59	97
1889-90	1	22	67	90	—	—	—	—	27	26	22	67	117
1890-91	—	26	104	130	—	—	—	—	7	7	26	104	137
1891-92	2	22	113	137	—	—	—	—	1	6	22	115	143
1892-93	—	24	90	114	—	—	—	—	11	16	24	90	130
1893-94	1	26	90	117	—	—	—	—	7	8	26	90	128
1894-95	—	26	91	116	—	—	—	—	—	—	26	91	116
1895-96	—	20	88	108	—	—	—	—	18	18	20	88	126
1896-97	—	13	39	52	—	—	—	—	—	—	13	39	52
1897-98	—	17	48	65	—	—	—	—	—	—	17	48	65
1898-99	—	11	47	58	—	—	—	—	7	7	11	47	73
1899-00	13	14	26	53	—	—	—	—	17	35	14	26	73
1900-01	—	17	54	71	—	—	—	—	2	2	17	54	73
Total	39	436	1,264	1,729	1	—	—	1	180	220	436	1,264	1,729

X.—STATEMENT showing the Number of Deaths of Seamen from all causes at Sea and in Rivers and Harbours in Vessels belonging to British Possessions Abroad.

Years.	Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Acts.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft.	Totals.			
	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1864-65	179	136	131	446	18	—	—	18	62	269	136	131	536
1865-66	259	141	162	562	29	—	—	29	164	453	141	162	756
1866-67	186	147	164	597	165	—	—	165	25	376	147	164	717
1867-68	254	143	159	556	20	—	—	20	19	292	143	159	594
1868-69	156	124	115	395	39	—	—	39	21	216	124	115	455
1869-70	315	95	141	551	1	—	—	1	26	343	95	141	478
1870-71	189	104	150	443	9	—	—	9	14	212	104	150	466
1871-72	711	112	111	467	33	—	—	33	90	392	112	111	590
1872-73	206	85	111	313	42	—	—	42	45	293	85	119	497
1873-74	213	97	123	433	17	—	—	17	55	285	97	123	486
1874-75	153	89	111	353	43	—	—	43	33	237	89	111	431
1875-76	145	59	104	307	9	—	—	9	34	188	59	104	350
1876-77	53	42	50	145	13	—	—	13	11	75	42	50	177
1877-78	169	48	53	269	5	—	—	5	5	179	48	53	275
1878-79	160	38	55	253	16	—	—	16	34	210	38	55	303
1879-80	220	34	48	302	150	—	—	150	171	541	34	48	623
1880-81	122	40	66	228	21	—	—	21	13	166	40	66	262
Total	3,047	1,528	1,971	6,546	630	—	—	630	899	4,400	1,528	1,971	7,999
(b.) Lives Lost in Steam Vessels.													
1864-65	1	7	8	16	—	—	—	—	—	1	7	8	16
1865-66	63	9	21	93	—	—	—	—	36	99	9	21	129
1866-67	126	8	13	147	—	—	—	—	3	129	8	13	150
1867-68	36	8	11	55	—	—	—	—	9	47	8	11	74
1868-69	15	4	11	30	—	—	—	—	4	19	4	14	37
1869-70	16	7	13	36	—	—	—	—	10	26	7	13	46
1870-71	36	13	39	88	—	—	—	—	1	37	13	39	89
1871-72	166	17	36	219	—	—	—	—	3	169	17	36	222
1872-73	13	7	24	44	—	—	—	—	3	16	7	24	47
1873-74	39	8	27	74	—	—	—	—	23	63	8	27	97
1874-75	106	7	23	136	—	—	—	—	—	106	7	23	136
1875-76	9	8	26	43	—	—	—	—	14	23	8	26	57
1876-77	38	9	10	57	—	—	—	—	—	38	9	10	57
1877-78	125	13	32	170	—	—	—	—	—	125	13	32	170
1878-79	11	13	32	56	—	—	—	—	7	18	13	32	63
1879-80	64	15	20	99	—	—	—	—	11	85	15	20	118
1880-81	101	16	11	128	—	—	—	—	1	102	16	11	129
Total	967	169	365	1,501	—	—	—	—	123	1,100	169	365	1,634
(c.) Total.													
1864-65	180	143	139	462	18	—	—	18	62	260	143	139	542
1865-66	322	150	183	655	29	—	—	29	200	551	150	183	884
1866-67	312	155	207	674	165	—	—	165	28	505	155	207	897
1867-68	262	151	178	591	20	—	—	20	28	340	151	178	689
1868-69	171	124	129	424	39	—	—	39	25	236	124	129	489
1869-70	315	102	154	569	1	—	—	1	26	268	102	154	524
1870-71	225	117	160	502	9	—	—	9	15	249	117	160	526
1871-72	335	130	222	687	33	—	—	33	96	461	130	222	813
1872-73	219	92	143	454	42	—	—	42	45	309	92	143	544
1873-74	263	105	150	518	17	—	—	17	55	327	105	150	582
1874-75	256	96	138	490	43	—	—	43	33	323	96	138	557
1875-76	154	66	130	350	9	—	—	9	48	211	66	130	407
1876-77	91	51	60	202	13	—	—	13	11	125	51	60	236
1877-78	294	56	85	435	5	—	—	5	5	304	56	85	445
1878-79	171	41	87	299	11	—	—	11	41	223	41	87	351
1879-80	284	49	68	401	150	—	—	150	190	624	49	68	741
1880-81	223	56	94	373	21	—	—	21	14	258	56	94	408
Total	4,014	1,697	2,366	8,077	630	—	—	630	943	5,700	1,697	2,366	9,800

XI.—SUMMARY.—STATEMENT showing the number of Deaths of Seamen from all causes at Sea and in Rivers and Harbours in Vessels belonging to the United Kingdom and British Possessions Abroad.

Years.	Deaths in Sea-going Trading Vessels registered under the Merchant Shipping Acts.				Deaths in Fishing Vessels.				Deaths by Wrecks of, or Casualties to, other Boats and Craft.	Totals.			
	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.	By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.		By Wrecks of, or Casualties to, the Vessels.	By other Accidents.	By Disease, &c.	Total.
(a.) Lives Lost in Sailing Vessels.													
1884-85	706	549	610	1,765	179	113	13	304	86	970	683	632	2,151
1885-86	650	496	606	1,651	153	98	15	266	206	1,330	664	621	1,995
1886-87	694	536	650	1,880	164	104	15	283	88	1,319	630	605	2,554
1887-88	611	584	635	1,830	182	208	12	402	69	1,152	716	547	2,415
1888-89	638	591	630	1,797	246	173	11	430	80	988	716	640	2,364
1889-90	661	606	658	1,794	146	122	17	284	77	838	637	575	2,050
1890-91	694	473	603	1,770	109	86	18	209	60	1,110	558	517	2,185
1891-92	619	466	641	1,686	219	99	12	330	146	1,001	667	653	2,321
1892-93	747	400	511	1,658	111	71	13	215	95	961	478	539	1,968
1893-94	826	454	487	1,777	248	83	23	354	92	1,100	537	530	2,167
1894-95	733	411	569	1,713	330	77	16	423	77	1,143	531	615	2,269
1895-96	782	381	514	1,677	173	67	19	259	97	1,062	448	533	2,033
1896-97	496	309	385	1,110	89	77	12	178	68	613	366	348	1,347
1897-98	434	374	348	1,048	120	64	10	194	39	583	338	358	1,279
1898-99	599	233	326	1,158	98	61	15	174	79	764	304	341	1,409
1899-00	537	235	304	1,076	330	37	14	381	239	976	262	318	1,556
1900-01	586	245	281	1,112	101	35	8	144	41	733	280	369	1,382
Total	12,434	7,064	8,287	27,785	3,044	1,081	254	4,379	1,001	17,079	8,645	8,491	34,215
(b.) Lives Lost in Steam Vessels.													
1884-85	606	305	503	1,414	—	1	1	2	1	609	296	504	1,409
1885-86	226	317	643	1,186	—	1	—	1	40	271	317	643	1,229
1886-87	707	322	653	1,682	—	4	—	4	8	715	—	656	1,780
1887-88	555	309	661	1,525	1	4	2	7	13	568	308	663	1,539
1888-89	447	378	663	1,478	20	5	—	25	8	475	383	653	1,511
1889-90	494	367	647	1,508	14	3	—	17	28	536	409	647	1,612
1890-91	438	438	729	1,605	3	6	1	10	2	445	439	730	1,614
1891-92	530	371	687	1,578	14	4	—	18	5	549	475	687	1,711
1892-93	442	341	661	1,474	11	7	3	21	11	464	348	664	1,506
1893-94	646	453	774	1,873	51	11	7	71	11	723	466	774	1,970
1894-95	469	446	756	1,671	96	19	6	121	1	566	468	763	1,795
1895-96	536	427	787	1,750	15	36	4	55	10	557	453	791	1,801
1896-97	534	371	727	1,632	17	33	6	56	1	601	397	733	1,731
1897-98	359	422	791	1,572	34	22	2	58	3	395	454	763	1,612
1898-99	662	360	875	1,897	27	19	14	60	10	699	522	839	2,110
1899-00	536	391	1,063	2,000	175	43	15	233	30	731	534	1,078	2,343
1900-01	471	481	1,080	2,032	25	34	19	78	3	499	515	1,089	2,113
Total	8,731	7,100	13,020	28,851	513	266	82	861	204	9,433	7,369	13,163	30,005
(c.) Total.													
1884-85	1,374	844	1,013	3,231	179	114	13	306	86	1,039	968	1,026	3,033
1885-86	1,276	803	1,249	3,328	153	99	15	272	348	1,591	903	1,264	3,757
1886-87	1,601	849	1,303	3,753	326	104	15	445	107	2,094	956	1,230	4,370
1887-88	1,406	933	1,296	3,635	182	312	11	505	71	1,730	1,135	1,210	4,075
1888-89	1,183	969	1,273	3,425	266	178	26	470	66	1,476	1,147	1,193	3,816
1889-90	1,145	972	1,205	3,322	159	124	17	300	110	1,409	1,098	1,232	3,739
1890-91	1,133	906	1,331	3,370	113	91	16	220	62	1,606	997	1,347	3,950
1891-92	1,400	989	1,626	4,015	233	108	12	353	161	1,722	1,042	1,340	4,104
1892-93	1,189	711	1,309	3,209	121	85	21	227	108	1,436	826	1,222	3,484
1893-94	1,472	907	1,271	3,650	339	96	30	465	111	1,689	1,003	1,301	4,193
1894-95	1,215	880	1,265	3,360	416	96	22	534	78	1,709	966	1,277	3,952
1895-96	1,308	803	1,301	3,412	111	93	23	227	113	1,614	901	1,234	3,749
1896-97	980	733	1,082	2,795	106	110	19	235	69	1,155	811	1,081	3,122
1897-98	783	706	1,119	2,608	124	66	12	202	41	978	712	1,151	2,841
1898-99	1,352	713	1,201	3,266	122	103	26	251	89	1,468	816	1,237	3,521
1899-00	1,063	716	1,267	3,046	335	89	20	444	259	1,717	789	1,266	3,766
1900-01	1,067	729	1,261	3,057	126	69	27	222	44	1,237	785	1,288	3,250
Total	11,166	14,164	21,257	46,587	3,563	1,847	336	5,745	1,805	26,532	16,011	21,563	64,136

Ratings and Nationalities.

The following Tables show the Ratings and Nationalities of the persons who lost their lives in Sea-going Vessels registered in the United Kingdom :—

XII.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1900–1901 as Lost at Sea, or in Rivers and Harbours, by WRECKS OF, OR CASUALTIES to, Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (*see second column of Table VII.*).

Ratings.	NATIONALITIES.																	
	United Kingdom, including Isle of Man.			British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total.		
	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total
Masters	32	17	49	—	—	—	—	2	2	2	2	4	—	—	—	34	21	55
Mates	45	39	84	—	—	—	3	3	5	2	2	4	—	—	—	49	34	83
Boatwains, &c.	5	4	9	—	—	—	1	—	1	4	1	5	—	—	—	10	5	15
Carpenters, &c.	4	4	8	—	1	1	1	—	1	10	3	13	—	—	—	15	8	23
Sailmakers	2	—	2	—	—	—	—	—	—	5	—	5	—	—	—	7	—	7
Quartermasters	—	1	1	—	—	—	—	—	—	—	1	1	—	—	—	—	2	2
Lamp Trimmers	—	1	1	—	—	—	—	—	—	—	1	1	—	—	—	—	2	2
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Able Seamen	82	50	132	1	—	1	14	7	21	133	27	160	—	—	—	230	84	314
Ordinary Seamen	31	1	32	—	—	—	6	—	6	12	2	14	—	—	—	39	3	42
Sailors undefined	1	2	3	—	—	—	—	—	—	—	—	—	—	—	—	1	2	3
Apprentices	46	—	46	—	—	—	—	—	—	—	—	—	—	—	—	46	—	46
Boys	3	1	4	1	1	2	1	—	1	3	—	3	—	—	—	6	2	10
Engineers	—	35	35	—	—	—	—	1	1	—	1	1	—	—	—	—	37	37
Firemen or "Firemen and Trimmers"	—	33	33	—	1	1	—	2	2	—	25	25	—	—	—	—	61	61
Trimmers	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1
Donkeymen	—	2	2	—	—	—	—	—	—	1	4	5	—	—	—	1	6	7
Oilmen and Greasers	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
Other Persons in Engineer's Department.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pursers, &c.	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
Cooks, Stewards, &c.	20	20	40	—	1	1	—	1	4	9	9	18	1	—	1	33	31	64
Stewardesses, &c.	1	—	1	—	—	—	—	—	—	—	1	1	—	—	—	1	1	2
Outfitters, &c.	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Not stated	—	—	—	—	—	—	—	—	—	—	19	19	—	21	21	—	40	40
Lasars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25	25
Total	262	205	467	2	4	6	28	16	44	181	99	280	1	31	23	474	370	844

XIII.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1900–1901 as Lost at Sea, or in Rivers and Harbours, by ACCIDENTS other than Wreck or CASUALTY, in Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (*see* third column of Table VII.).

Ratings.	NATIONALITIES.																	
	United Kingdom, including Isle of Man.			British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total.		
	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.
Masters	10	7	17	1	—	1	1	—	1	—	—	—	—	—	—	13	7	19
Mates	29	26	55	—	2	2	—	—	—	—	—	—	—	—	—	29	28	57
Boatswains, &c.	1	14	15	—	—	—	—	—	—	1	4	5	—	—	—	2	18	20
Carpenters, &c.	1	4	5	—	—	—	—	—	—	—	6	8	—	—	—	8	10	18
Sailmakers	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Quartermasters	—	1	1	—	—	—	—	—	—	—	1	1	—	—	—	—	2	2
Lump Trimmers	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Able Seamen	89	78	112	1	4	5	6	8	14	47	52	99	—	—	—	98	107	205
Ordinary Seamen	15	4	19	—	—	—	2	—	2	9	3	12	—	—	—	26	7	33
Sailors undefined	1	7	8	—	—	—	—	—	—	1	—	1	—	—	—	2	7	9
Apprentices	18	7	25	—	—	—	1	1	2	—	—	—	—	—	—	19	8	27
Boys	5	2	7	—	—	—	—	—	—	—	—	—	—	—	—	7	2	9
Engineers	—	30	30	—	1	1	—	—	—	—	—	—	—	—	—	—	31	31
Firemen or "Firemen and Trimmers."	—	65	65	—	2	2	—	3	3	—	17	17	—	—	—	—	27	27
Trimmers	—	8	8	—	—	—	—	1	1	—	—	—	—	—	—	—	9	9
Donkeymen	—	4	4	—	—	—	—	—	—	1	8	9	—	—	—	1	12	13
Oilers and Greasers	—	3	3	—	—	—	—	1	1	—	—	—	—	—	—	—	4	4
Other Persons in Engineer's Department	—	1	1	—	—	—	—	—	—	—	1	1	—	—	—	—	2	2
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pursers, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cooks, Stewards, &c.	7	22	29	—	—	—	—	3	3	1	5	6	—	—	—	8	30	38
Stewardesses, &c.	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Cattlemen, &c.	—	3	3	—	—	—	—	1	1	—	—	—	—	—	—	—	4	4
Other Persons	—	1	1	—	—	—	—	—	—	1	—	1	—	—	—	1	1	2
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Losses	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57	57
TOTAL	128	284	412	2	9	11	10	11	23	65	97	162	—	—	—	205	465	670

Ratings and Nationalities.

The following Tables show the Ratings and Nationalities of the persons who lost their lives in Sea-going Vessels registered in the United Kingdom :—

XII.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1900–1901 as Lost at Sea, or in Rivers and Harbours, by WRECKS OF, OR CASUALTIES TO, Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (*see* second column of Table VII.).

Ratings.	NATIONALITIES.																	
	United Kingdom, including Isle of Man.			British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total.		
	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.
Masters	32	17	49	—	—	—	2	3	5	2	2	4	—	—	—	34	21	55
Mates	45	39	84	—	—	—	2	3	5	2	2	4	—	—	—	49	34	83
Boatswains, &c.	5	4	9	—	—	—	1	—	1	4	1	5	—	—	—	10	5	15
Carpenters, &c.	4	4	8	—	1	1	1	—	1	10	3	13	—	—	—	15	8	23
Sailmakers	2	—	2	—	—	—	—	—	—	5	—	5	—	—	—	7	—	7
Quartermasters	—	1	1	—	—	—	—	—	—	—	1	1	—	—	—	—	2	2
Lump Trimmers	—	1	1	—	—	—	—	—	—	—	1	1	—	—	—	—	2	2
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Able Seamen	82	50	132	1	—	1	14	7	21	133	27	160	—	—	—	214	84	314
Ordinary Seamen	21	1	22	—	—	—	6	—	6	12	2	14	—	—	—	39	3	42
Sailors undefined	1	2	3	—	—	—	—	—	—	—	—	—	—	—	—	1	2	3
Apprentices	46	—	46	—	—	—	—	—	—	—	—	—	—	—	—	46	—	46
Boys	8	1	9	1	1	2	1	—	1	3	—	3	—	—	—	8	2	10
Engineers	—	35	35	—	—	—	—	1	1	—	1	1	—	—	—	—	37	37
Firemen or "Firemen and Trimmers"	—	33	33	—	1	1	—	2	2	—	25	25	—	—	—	—	61	61
Trimmers	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	1	1
Donkeymen	—	2	2	—	—	—	—	—	—	1	4	5	—	—	—	1	6	7
Oilmen and Greasers	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
Other Persons in Engineer's Department.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Purser, &c.	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
Cooks, Stewards, &c.	20	20	40	—	1	1	3	1	4	9	9	18	1	—	1	33	31	64
Stewardesses, &c.	1	—	1	—	—	—	—	—	—	—	1	1	—	—	—	1	1	2
Cattlemen, &c.	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Other Persons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Not stated	—	—	—	—	—	—	—	—	—	—	19	19	—	21	21	—	40	40
Lascars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25	25
Total	262	205	467	3	4	6	28	16	44	181	99	280	1	21	22	474	370	844

XIII.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1900–1901 as Lost at Sea, or in Rivers and Harbours, by ACCIDENTS other than Wreck of CASUALTY, in Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (*see* third column of Table VII.).

Ratings.	NATIONALITIES.																	
	United Kingdom, including Isle of Man.			British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total.		
	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.	In Sailing Vessels.	In Steam Vessels.	Total.
Masters	10	7	17	1	—	1	1	—	1	—	—	—	—	—	—	13	7	19
Mates	29	26	55	—	2	2	—	—	—	—	—	—	—	—	—	29	26	55
Boatswains, &c.	1	14	15	—	—	—	—	—	—	1	4	5	—	—	—	2	18	20
Carpenters, &c.	1	4	5	—	—	—	—	—	—	2	8	8	—	—	—	3	10	13
Sailmakers	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	2	—	2
Quartermasters	—	1	1	—	—	—	—	—	—	1	1	1	—	—	—	—	2	2
Lamp Trimmers	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Other Petty Officers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Able Seamen	39	73	112	1	4	5	6	8	14	47	52	99	—	—	—	93	137	230
Ordinary Seamen	15	4	19	—	—	—	2	—	2	9	8	12	—	—	—	26	7	33
Sailors undefined	1	7	8	—	—	—	—	—	—	1	—	1	—	—	—	2	7	9
Apprentices	18	7	25	—	—	—	1	1	2	—	—	—	—	—	—	19	8	27
Boys	5	2	7	—	—	—	—	—	—	2	—	2	—	—	—	7	2	9
Engineers	—	30	30	—	1	1	—	—	—	—	—	—	—	—	—	—	31	31
Firemen or "Firemen and Trimmers."	—	65	65	—	2	2	—	3	3	—	17	17	—	—	—	—	87	87
Trimmers	—	3	3	—	—	—	—	1	1	—	—	—	—	—	—	—	9	9
Donkeymen	—	4	4	—	—	—	—	—	—	1	8	9	—	—	—	1	12	13
Oilmen and Greasers	—	3	3	—	—	—	—	1	1	—	—	—	—	—	—	—	4	4
Other Persons in Engineer's Department.	—	1	1	—	—	—	—	—	—	—	1	1	—	—	—	—	2	2
Surgeons	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Purser, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cooks, Stewards, &c.	7	22	29	—	—	—	—	3	3	1	5	6	—	—	—	11	30	38
Stewardesses, &c.	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Cattlemen, &c.	—	3	3	—	—	—	—	1	1	—	—	—	—	—	—	—	4	4
Other Persons	—	1	1	—	—	—	—	—	—	1	—	1	—	—	—	1	1	2
Not stated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lascars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	57	57
TOTAL	199	284	412	3	9	11	10	18	28	65	97	162	—	—	—	205	465	670

XIV.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1900–1901 as Lost at Sea, or in Rivers and Harbours, by DISEASE, &c., in Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (*see* fourth column of Table VII.).

Ratings.	NATIONALITIES.																	
	United Kingdom, including Isle of Man.			British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total.		
	In Sailing Ves- sels.	In Steam Ves- sels.	Total.	In Sailing Ves- sels.	In Steam Ves- sels.	Total.	In Sailing Ves- sels.	In Steam Ves- sels.	Total.	In Sailing Ves- sels.	In Steam Ves- sels.	Total.	In Sailing Ves- sels.	In Steam Ves- sels.	Total.	In Sailing Ves- sels.	In Steam Ves- sels.	Total.
Masters	85	31	66	3	4	7	1	1	2	—	4	4	—	—	—	39	40	79
Mates	6	41	49	—	1	1	—	3	6	—	4	4	—	—	—	11	49	60
Boatwains, &c.	4	13	17	—	—	—	—	1	1	—	6	6	—	—	—	—	20	24
Carpenters, &c.	1	4	5	1	1	2	—	—	—	5	5	10	—	—	—	7	10	17
Sailmakers	2	1	3	—	—	—	1	—	1	6	—	6	—	—	—	—	1	10
Quartermasters	—	5	5	—	—	—	—	—	—	—	—	3	—	—	—	—	3	3
Lump Trimmers	—	1	1	—	—	—	—	—	—	—	2	2	—	—	—	—	3	3
Other Petty Officers	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Able Seamen	38	95	133	2	5	7	10	13	23	43	54	97	—	—	—	93	150	269
Ordinary Seamen	4	4	8	—	—	—	3	1	4	4	3	7	—	—	—	10	3	13
Sailors undefined	—	2	2	1	—	1	—	—	—	2	5	7	—	—	—	3	7	10
Apprentices	3	2	5	—	—	—	1	—	1	—	—	—	—	—	—	4	2	6
Boys	—	1	1	—	—	—	1	—	1	—	1	1	—	—	—	1	2	3
Engineers	—	67	67	—	2	2	—	1	1	—	1	1	—	—	—	—	71	71
Firemen or "Firemen and Trimmers."	—	51	51	—	1	1	—	11	11	—	—	49	—	—	—	—	142	142
Trimmers	—	18	18	—	1	1	—	3	3	—	6	6	—	—	—	—	28	28
Donkeymen	—	9	9	—	—	—	—	—	—	—	3	3	—	—	—	—	12	12
Oilmen and Greasers	—	5	5	—	—	—	—	—	—	—	—	—	—	—	—	—	5	5
Other Persons in Engineer's Department.	—	5	5	—	1	1	—	—	—	—	1	1	—	—	—	—	7	7
Surgeons	—	8	8	—	—	—	—	1	1	—	—	—	—	—	—	—	9	9
Purser, &c.	1	7	8	—	—	—	—	—	—	—	—	—	—	—	—	1	7	8
Cooks, Stewards, &c.	12	86	98	1	4	5	3	2	4	13	14	26	—	—	—	27	106	133
Stewardesses, &c.	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Cattlemen	—	7	7	—	1	1	—	3	3	—	13	13	—	—	—	—	24	24
Other Persons	2	3	10	—	—	—	—	—	—	—	1	1	—	—	—	2	9	11
Not stated	3	2	5	—	—	—	—	—	—	1	—	1	—	—	—	4	2	6
Leacars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	312	312
TOTAL	113	505	618	4	21	29	21	39	60	73	175	248	—	—	—	215	1,053	1,267

XV. SUMMARY.—STATEMENT showing the Ratings and Nationalities of Seamen reported during 1900–1901 as Lost at Sea, or in Rivers and Harbours, from ALL CAUSES in Sea-going Vessels registered in the United Kingdom, exclusive of those Lost in Yachts and Fishing Vessels (*see* fifth column of Table VII.).

Ratings.	NATIONALITIES.																	
	United Kingdom, including Isle of Man.			British, not otherwise defined.			British Possessions Abroad.			Foreign Countries.			Unknown.			Total		
	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total	In Sail- ing Ves- sels.	In Steam Ves- sels.	Total
Masters	77	55	132	4	4	8	2	3	5	2	6	8	—	—	—	85	68	153
Mates	32	96	128	—	3	3	5	6	11	2	6	8	—	—	—	89	111	200
Boatswains, &c. ...	10	31	41	—	—	—	1	1	2	5	11	16	—	—	—	16	43	59
Carpenters, &c. ...	6	12	18	1	2	3	1	—	1	17	14	31	—	—	—	18	28	53
Sailmakers	6	1	7	—	—	—	1	—	1	11	—	11	—	—	—	12	1	19
Quartermasters ...	—	7	7	—	—	—	—	—	—	—	5	5	—	—	—	—	12	12
Lamp Trimmers ...	—	3	3	—	—	—	—	—	—	—	3	3	—	—	—	—	6	6
Other Petty Officers ...	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Able Seamen	110	211	321	4	9	13	30	17	47	223	133	356	—	—	—	416	387	803
Ordinary Seamen ...	40	9	49	—	—	—	10	1	11	25	11	36	—	—	—	75	18	93
Sailors undefined ...	2	11	13	1	—	1	—	—	—	3	5	8	—	—	—	6	16	22
Apprentices	67	9	76	—	—	—	2	1	3	—	—	—	—	—	—	11	10	79
Boys	1	4	5	1	1	2	2	—	2	5	1	6	—	—	—	16	6	22
Engineers	—	132	132	—	3	3	—	2	2	—	2	2	—	—	—	—	139	139
Firemen or "Firemen and Trimmers."	—	179	179	—	4	4	—	10	16	—	21	21	—	—	—	—	290	290
Trimmers	—	26	26	—	1	1	—	4	4	—	7	7	—	—	—	—	38	38
Donkeymen	—	15	15	—	—	—	—	—	—	2	15	17	—	—	—	2	17	32
Oilmen and Greasers ..	—	10	10	—	—	—	—	1	1	—	—	—	—	—	—	—	11	11
Other Persons in En- gineer's Department.	—	6	6	—	1	1	—	—	—	—	2	2	—	—	—	—	9	9
Surgeons	—	8	8	—	—	—	—	1	1	—	—	—	—	—	—	—	1	1
Pursers, &c.	1	9	10	—	—	—	—	—	—	—	—	—	—	—	—	1	9	10
Cooks, Stewards, &c. ..	39	128	167	1	5	6	5	6	11	32	38	50	1	—	1	68	167	235
Stewardesses, &c. ...	1	2	3	—	—	—	—	—	—	—	1	1	—	—	—	1	3	4
Cattlemen	—	11	11	—	1	1	—	4	4	—	11	15	—	—	—	—	29	29
Other Persons	2	1	3	—	—	—	—	—	—	1	1	2	—	—	—	3	10	13
Not Stated	3	2	5	—	—	—	—	—	—	1	19	20	—	21	21	4	42	46
Lascars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	394	394
TOTAL	503	994	1,497	12	34	46	69	73	142	319	171	690	1	21	22	894	1,887	2,781

Lives Saved from Shipwreck.

To assist in realising the risk to human life by shipwreck, it may be useful to take into account the lives saved, as well as the lives lost.

The total number of seamen and passengers saved from wrecks of British vessels everywhere, and of Foreign vessels on or near the coasts of British territory, during the year 1900-1901 was 7,394, of whom 2,268 were saved on or near the coasts of the United Kingdom, 3,250 on or near the coasts of British Possessions Abroad, 1,406 from British vessels on or near the coasts of Foreign countries, and 470 on the high seas.

Of the 2,268 lives saved on the coasts of the United Kingdom, *i.e.*, within a line drawn round the coasts about ten miles from the most prominent headlands as shown on the first chart in this return, 282 were saved by the rocket apparatus and assistance from the shore, 347 were saved by lifeboats, 257 were saved by coast-guard boats and other craft, 575 were saved by passing ships, and 727 were saved by the ships' own boats.

Of the 5,126 lives saved from wrecks abroad, 82 were saved by rocket apparatus and ropes from shore, and 114 by lifeboats, but the majority were saved by the ships' own boats (3,526), and by passing ships (623).

Rates of Loss amongst Vessels and their Crews.

The tables in the Wreck Abstract provide some of the materials for an investigation of the extent to which the various classes of vessels comprising the British Mercantile Marine, and their crews, are affected by the losses reported in each year. The statements which follow show the results of such an investigation for each of the seventeen years ended June 1901, as regards sea casualties to merchant vessels registered in the United Kingdom.

The figures relating to losses in each year ending June 30th are compared with the figures relating to employment in the calendar year ended in the previous December, with the exception that for the calendar year 1884 the figures relating to employment are not available in the form required, and the losses for the statistical year 1884-85 are therefore compared with the employment in the year ended in the following December.

Fishing vessels and their crews, and Lascars, are entirely excluded from the figures in the following tables, and yachts and their crews are entirely excluded from the figures for the last fourteen years, though in the earlier years some were included. Casualties and loss of life in rivers and harbours are also excluded.

Percentages of Sea Casualties amongst employed Vessels registered in the United Kingdom.

XVI.—STATEMENT showing the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Seventeen Statistical Years ended June 1901 to have met with Sea Casualties, compared with the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were employed during each of the Seventeen Calendar Years ended December 1900, and remained on the Register at the end of each Year.

Years.	Vessels which were Employed during, and remained on the Register at the end of the Calendar Year.		Total Losses.				Serious Casualties.				Minor Casualties.				Total.			
			Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.		Tonnage.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Percentage Lost to Employed.	Vessels.	Tonnage.	Percentage Damaged to Employed.	Vessels.	Tonnage.	Vessels.	Tonnage.	Percentage Damaged to Employed.	Vessels.	Tonnage.	Percentage Lost and Damaged to Employed.	Vessels.	Tonnage.

(a.) Sailing Vessels.

1884-85	8,849	3,005,840	399	87,846	3.04	177	463	172,846	5.01	575	1,715	580,883	17.42	18.66	2,508	821,674	26.48	27.34
1885-86	9,849	3,005,840	311	111,000	3.18	371	489	157,856	5.07	534	1,361	641,070	18.66	18.00	3,371	810,864	34.07	26.96
1886-87	8,910	2,909,955	339	114,938	3.90	386	678	248,988	7.61	856	1,483	423,438	18.04	16.68	2,500	846,135	26.08	29.06
1887-88	8,581	2,783,551	298	109,011	3.43	393	551	232,589	6.55	860	1,375	537,441	18.06	18.05	2,228	850,033	26.04	30.76
1888-89	8,387	2,699,546	344	97,128	3.05	380	571	245,438	6.91	908	1,400	504,128	18.08	18.67	2,315	846,893	26.79	31.36
1889-90	8,053	2,637,333	334	89,402	2.91	339	504	198,991	6.26	732	1,267	428,769	16.11	16.11	2,033	799,109	25.27	26.89
1890-91	7,787	2,558,600	279	91,071	3.59	339	485	179,733	6.36	703	1,171	373,830	15.04	14.82	1,945	845,234	24.98	26.34
1891-92	7,488	2,504,496	287	98,789	3.85	385	608	308,453	8.32	1,195	1,431	478,403	18.98	18.98	1,970	841,000	31.73	34.50
1892-93	7,319	2,699,462	187	78,935	3.28	385	443	200,706	6.05	746	1,064	407,448	14.64	15.15	1,674	987,079	23.87	26.53
1893-94	7,087	2,637,446	280	78,383	3.69	297	400	222,439	6.93	843	1,435	497,306	20.16	18.96	2,175	798,009	30.78	30.28
1894-95	6,781	2,583,331	230	66,439	3.40	257	463	219,397	6.88	849	1,018	536,839	23.43	20.78	2,206	832,784	35.68	31.65
1895-96	6,373	2,476,477	189	64,085	2.97	380	383	198,636	6.01	803	1,342	561,800	21.08	22.09	1,914	854,521	30.08	34.51
1896-97	5,893	2,360,375	194	75,585	3.24	320	408	174,845	6.81	741	1,453	463,308	24.35	18.68	2,055	713,738	34.30	30.24
1897-98	5,893	2,319,510	163	41,351	2.65	188	336	179,098	6.90	809	1,331	447,858	23.21	20.18	1,819	668,708	31.98	30.13
1898-99	5,478	2,031,357	147	50,045	3.68	145	310	158,459	6.86	780	1,380	415,834	26.20	20.47	1,287	634,328	28.55	30.74
1899-00	5,095	1,912,154	153	43,928	2.73	330	374	150,094	4.97	785	1,030	390,470	18.41	19.03	1,456	557,997	26.02	29.18
1900-01	5,502	1,787,544	146	65,685	2.95	367	342	106,639	6.23	1,100	1,069	402,832	23.53	23.53	1,538	690,146	27.95	27.21

(b.) Steam Vessels.

1884-85	4,707	2,768,985	153	120,633	3.25	331	573	451,859	13.17	1302	1,458	664,473	30.65	17.41	2,164	1,296,985	46.97	33.94
1885-86	4,707	2,768,985	118	97,040	3.46	378	569	439,551	12.09	1,143	1,333	1,113,312	36.33	27.78	2,018	1,041,000	49.87	48.76
1886-87	4,623	2,768,985	130	95,023	3.87	251	740	626,140	16.36	1656	1,400	1,264,762	42.42	35.45	2,336	1,985,915	51.44	52.08
1887-88	4,570	2,896,790	119	86,887	2.80	223	619	653,903	11.01	1,078	1,420	1,151,084	31.07	39.64	2,366	1,891,824	51.80	48.68
1888-89	4,820	4,182,367	114	80,537	3.37	198	1,002	847,289	20.79	2026	1,468	1,199,200	30.36	36.67	2,079	2,127,134	58.51	50.06
1889-90	5,068	4,536,673	117	95,995	3.01	212	1,000	884,700	20.19	1933	1,413	1,368,327	27.98	27.98	2,030	2,298,711	50.36	49.44
1890-91	5,269	4,860,379	128	111,394	2.48	229	1,032	877,574	19.40	1806	1,451	1,266,964	27.64	26.62	2,801	2,383,823	48.36	46.97
1891-92	5,400	5,118,827	108	93,925	2.00	184	1,091	985,530	20.20	1926	1,545	1,400,078	22.51	27.98	2,744	2,479,531	50.81	48.48
1892-93	5,499	5,337,738	93	73,157	1.87	157	930	987,133	18.91	1683	1,281	1,191,400	26.30	22.23	2,303	2,161,796	41.50	40.32
1893-94	5,548	5,473,205	139	116,780	2.61	213	935	832,630	18.68	1566	1,789	1,890,447	31.25	29.06	2,797	2,550,857	50.43	46.77
1894-95	5,688	5,063,871	110	81,126	1.86	142	791	700,700	12.84	1240	2,183	2,096,344	38.68	36.62	3,026	2,883,238	58.67	50.04
1895-96	5,837	5,258,982	116	118,521	2.06	104	778	806,063	15.23	1377	1,000	1,983,032	35.45	33.68	2,889	2,802,000	61.34	49.24
1896-97	5,827	6,047,781	85	94,142	1.60	156	854	1,004,068	15.18	1680	1,401	2,486,285	42.67	41.09	3,300	2,585,486	60.58	60.26
1897-98	5,800	6,131,581	104	95,249	1.71	155	791	907,606	14.91	1480	2,157	2,265,289	35.73	36.95	3,062	2,388,253	54.79	53.39
1898-99	5,531	5,297,585	118	121,828	1.99	141	823	967,509	14.62	1551	2,307	2,559,534	40.97	40.19	2,947	2,868,871	57.57	57.61
1899-00	5,414	6,070,464	135	131,581	2.38	197	816	751,223	10.97	1126	1,714	1,907,521	30.63	28.80	2,465	2,790,374	43.73	41.88
1900-01	5,522	6,543,316	80	94,667	1.42	122	670	840,479	11.00	1211	1,681	2,118,733	29.90	30.49	2,431	3,041,879	43.34	43.6

(c.) Total.

1884-85	14,556	6,784,805	453	208,479	3.11	808	1,086	634,705	7.32	923	3,154	1,415,455	11.07	17.97	4,673	2,048,639	32.10	29.00
1885-86	14,556	6,784,805	429	208,708	2.95	809	1,086	687,207	7.01	868	2,894	1,668,382	19.88	24.53	4,389	2,453,297	36.33	36.26
1886-87	13,433	6,690,623	469	209,961	3.49	814	1,418	873,108	10.66	1308	2,948	1,747,181	21.96	26.11	4,835	2,832,360	36.00	42.23
1887-88	13,131	6,690,341	412	186,849	2.14	720	1,380	876,502	10.61	1512	1,700	1,578,535	17.28	26.18	4,587	2,750,878	34.95	31.11
1888-89	13,087	6,692,033	358	177,685	2.74	388	1,573	1,093,787	13.02	1808	2,668	1,703,424	31.98	34.76	4,794	2,973,836	36.63	43.21
1889-90	13,118	7,164,004	351	185,897	2.69	259	1,537	1,076,880	11.01	1803	2,710	1,800,000	20.66	33.83	4,898	2,947,573	34.97	41.14
1890-91	13,129	7,418,979	407	203,065	3.12	374	1,517	1,057,307	11.01	1436	2,832	1,897,704	25.00	23.49	4,548	2,900,100	34.00	39.48
1891-92	12,769	7,681,023	395	192,684	3.06	361	1,759	1,291,973	15.66	1682	2,948	1,878,479	23.01	24.47	5,180	3,364,146	39.75	43.89
1892-93	12,818	8,037,300	369	191,000	2.02	186	1,370	1,067,222	10.71	1800	2,345	1,800,000	18.39	19.82	3,877	2,838,877	31.03	35.37
1893-94	12,823	8,110,861	399	190,100	3.16	341	1,416	1,076,060	11.23	1325	2,115	1,977,133	25.04	26.74	4,673	3,387,886	41.41	41.40
1894-95	12,500	8,777,199	340	147,564	2.74	178	1,186	925,166	9.67	1118	3,708	2,833,283	29.91	31.81	5,231	3,706,003	43.11	44.77
1895-96	12,000	5,000,000	305	207,617	2.54	249	1,181	1,004,791	9.07	1206	3,337	3,534,353	27.81	27.81	4,803	3,777,190	40.03	41.00
1896-97	11,619	8,408,006	289	169,727	2.49	203	1,282	1,178,903	10.66	1402	3,654	2,948,603	33.17	35.07	4,408	4,297,233	47.11	51.11
1897-98	11,363	8,331,101	268	156,503	2.36	180	1,127	1,067,305	10.01	1302	3,478	2,713,251	30.89	27.40	4,871	3,836,869	46.11	47.14
1898-99	11,107	8,368,942	259	171,873	2.33	206	1,123	1,145,968	10.20	1364	3,687	2,975,158	33.20	35.42	5,079	4,282,999	45.78	51.11
1899-00	11,306	8,583,618	277	175,456	2.47	304	890	1,000,000	7.94	1000	2,744	2,271,506	24.48	26.47	3,911	3,241,371	34.89	39.01
1900-01	11,124	8,790,760	236	150,333	2.03	172	1,012	1,057,138	9.10	1100	2,731	2,319,533	24.53	26.36	3,000	3,707,025	40.00	42.46

Percentages of Sea Casualties involving Loss of Life, amongst employed Vessels registered in the United Kingdom, and of Deaths of Seamen by such Casualties amongst Seamen employed.

XVII.—STATEMENT showing the Number and Tonnage of Merchant Vessels registered in the United Kingdom which were reported during each of the Seventeen Statistical Years ended June 1901 to have met with Sea Casualties involving Loss of Life, compared with the Number and Tonnage of Merchant Vessels which were employed during each of the Seventeen Calendar Years ended December 1900, and remained on the Register at the end of each Year; and also the number of Seamen lost compared with the Total Number of Seamen required to man the employed Vessels.

Years.	Vessels which met with Sea Casualties attended with Loss of Life.			Total Number of Seamen employed (including Masters).	Lives Lost in Vessels Totally Lost.				Lives Lost in Vessels Partially Lost.			
	No.	Tonnage.	Percentage of Tonnage attended with Loss of Life to Total Tonnage employed.		Crew.		Passengers and others.	Total.	Crew.		Passengers and others.	Total.
					No.	Percentage of Men lost to Men employed.			No.	Percentage of Men lost to Men employed.		

(a.) Sailing Vessels.

1884-85	117	64,364	1'31	81,018	456	'68	39	478	70	'08	6	76
1885-86	195	60,364	2'21	81,018	640	'79	18	658	55	'07	—	55
1886-87	128	72,062	2'48	74,343	621	'84	374	995	58	'08	1	59
1887-88	101	70,820	2'64	68,821	599	'80	10	609	58	'08	—	58
1888-89	89	68,078	2'52	68,766	478	'72	66	544	48	'07	—	48
1889-90	80	64,364	2'44	64,661	584	'81	4	588	47	'07	—	47
1890-91	139	68,699	2'30	62,154	766	'93	17	783	34	'06	—	34
1891-92	119	74,070	2'86	80,766	669	'99	31	691	41	'07	—	41
1892-93	82	67,763	2'62	81,335	478	'78	14	492	50	'08	—	50
1893-94	115	73,126	2'77	69,188	545	'82	7	552	62	'10	—	62
1894-95	125	81,151	2'14	66,754	527	'88	8	535	59	'10	1	60
1895-96	85	78,244	2'08	58,825	567	'91	28	595	37	'07	—	37
1896-97	76	49,334	2'00	50,858	375	'74	4	379	33	'06	1	34
1897-98	61	46,870	2'20	47,266	268	'44	5	273	28	'06	1	29
1898-99	77	65,838	2'24	43,445	367	'84	13	380	58	'13	2	60
1899-00	72	67,682	2'02	41,017	374	'87	5	379	29	'07	1	30
1900-01	—	92,895	2'20	39,719	434	'90	1	435	48	'12	—	48

(b.) Steam Vessels.

1884-85	80	85,291	2'22	106,154	584	'82	24	588	50	'08	13	77
1885-86	—	29,598	'79	108,154	135	'12	35	160	18	'02	2	20
1886-87	67	63,123	1'67	102,015	516	'51	47	563	41	'04	9	50
1887-88	57	53,850	1'36	108,504	422	'41	66	488	39	'08	3	42
1888-89	61	66,109	1'34	107,799	320	'29	718	1,038	33	'03	9	42
1889-90	—	76,512	1'69	118,434	398	'33	169	567	48	'04	4	52
1890-91	65	77,477	1'69	122,342	323	'26	4	327	51	'04	567	618
1891-92	68	83,442	1'24	128,738	367	'28	7	374	45	'04	4	49
1892-93	44	80,656	1'14	127,708	258	'20	83	341	29	'03	5	34
1893-94	78	80,403	1'45	128,479	521	'40	12	533	61	'04	25	86
1894-95	63	71,447	1'25	129,739	255	'20	1,155	1,410	49	'04	3	52
1895-96	59	76,327	1'30	129,089	367	'28	417	784	29	'02	8	37
1896-97	73	112,780	1'66	131,145	304	'23	—	304	65	'05	3	68
1897-98	46	62,347	1'02	131,156	154	'12	87	241	49	'04	1	50
1898-99	82	124,573	1'96	133,471	544	'41	123	667	63	'05	3	66
1899-00	44	66,337	'84	136,156	359	'26	18	377	15	'04	1	16
1900-01	62	82,158	1'18	140,089	398	'28	80	478	39	'05	12	51

(c.) Total.

1884-85	197	187,645	2'03	189,172	1,030	'74	44	1,064	120	'07	24	144
1885-86	199	90,932	1'44	199,172	775	'39	41	816	73	'04	2	75
1886-87	190	135,214	2'02	176,358	1,017	'54	331	1,348	99	'08	12	111
1887-88	158	123,676	1'85	177,521	1,021	'54	76	1,097	93	'08	3	96
1888-89	150	134,187	1'80	178,405	798	'44	791	1,589	80	'05	9	89
1889-90	158	140,806	1'94	181,095	991	'54	167	1,158	93	'05	4	97
1890-91	184	136,176	1'84	184,498	1,089	'58	21	1,110	85	'05	567	642
1891-92	177	137,513	1'79	187,193	917	'49	38	955	85	'05	4	89
1892-93	126	128,409	1'60	189,628	731	'38	90	821	89	'05	5	94
1893-94	125	153,530	1'89	187,667	1,006	'53	19	1,025	111	'06	25	136
1894-95	148	162,576	1'84	166,493	782	'42	1,163	1,945	105	'06	4	109
1895-96	144	152,671	1'79	182,914	984	'54	445	1,429	86	'04	2	88
1896-97	143	162,064	1'79	182,003	679	'37	—	679	98	'05	4	102
1897-98	107	111,217	1'33	178,412	—	'20	42	404	87	'05	2	89
1898-99	159	190,311	2'26	176,216	911	'51	145	1,056	111	'07	6	117
1899-00	116	113,499	1'33	177,172	—	'26	18	651	44	'02	2	46
1900-01	142	175,051	2'00	178,818	722	'40	81	803	87	'05	13	100

Note.—This and the following Tables do not include Lascars or other Asiatics on Oriental articles of agreement.

Percentages of Deaths amongst Seamen employed at Sea.

XVIII.—Statement showing the Number of Deaths of Seamen reported during each of the Seventeen Statistical Years ended June 1901 as having occurred at Sea from various causes in Merchant Vessels registered in the United Kingdom, compared with the Number of Seamen required to man the Vessels which were Employed during each of the Seventeen Calendar Years ended December 1900, and remained on the Register on the 31st December in each Year.

Years.	By Wrecks and Casualties.			By Accidents other than Wrecks or Casualties.			By Disease, &c.			Total.			
	Crew.		Passengers and others.	Crew.		Passengers and others.	Crew.		Passengers and others.	Crew.		Passengers and others.	Total.
	No.	Percentage.		No.	Percentage.		No.	Percentage.		No.	Percentage.		
(a.) Sailing Vessels.													
1884-85	536	'85	36	266	'32	9	200	'26	600	965	1'22	636	1,836
1885-86	665	'86	18	234	'28	4	234	'28	344	1,158	1'42	864	1,817
1886-87	679	'81	275	233	'31	6	203	'27	297	1,114	1'60	873	1,863
1887-88	653	'85	19	215	'45	3	200	'20	300	1,176	1'68	812	1,489
1888-89	536	'79	68	232	'50	3	200	'31	296	1,067	1'60	296	1,262
1889-90	441	'66	4	276	'42	6	206	'23	167	923	1'48	177	1,106
1890-91	500	1'26	17	236	'37	9	205	'23	299	1,281	1'98	315	1,546
1891-92	700	1'15	31	235	'37	6	220	'24	313	1,145	1'88	340	1,486
1892-93	526	'86	14	197	'33	3	162	'21	234	877	1'45	261	1,228
1893-94	607	1'05	7	245	'41	7	164	'27	229	1,016	1'71	240	1,306
1894-95	563	1'03	9	221	'36	12	122	'22	220	996	1'74	444	1,436
1895-96	694	1'18	26	226	'42	7	173	'23	299	1,085	1'92	324	1,409
1896-97	526	'80	6	179	'35	6	135	'27	216	722	1'42	227	949
1897-98	346	'62	6	146	'21	4	160	'24	157	562	1'17	167	719
1898-99	425	'66	15	129	'30	2	149	'21	160	708	1'62	129	629
1899-00	396	'74	6	164	'25	2	126	'21	223	535	1'39	240	775
1900-01	472	1'23	1	124	'25	3	112	'21	298	718	1'65	302	1,020
(b.) Steam Vessels.													
1884-85	623	'86	42	101	'09	23	231	'21	699	965	'91	784	1,769
1885-86	163	'11	27	110	'10	11	201	'27	596	854	'61	696	1,160
1886-87	537	'68	56	100	'16	13	215	'21	592	873	'85	698	1,538
1887-88	453	'64	69	219	'21	22	265	'26	554	926	'96	645	1,381
1888-89	363	'21	725	154	'11	26	218	'20	697	724	'96	1,350	2,074
1889-90	423	'27	167	127	'17	21	259	'22	663	666	'76	760	1,426
1890-91	574	'31	681	127	'11	24	267	'23	597	778	'84	1,142	1,920
1891-92	902	'22	11	164	'13	24	272	'28	569	826	'86	604	1,442
1892-93	293	'26	37	108	'06	15	210	'18	569	806	'47	671	1,276
1893-94	572	'44	27	124	'12	23	264	'22	522	1,026	'79	673	1,698
1894-95	524	'28	1,159	109	'12	109	274	'21	647	786	'87	1,214	2,659
1895-96	416	'22	426	149	'12	30	266	'20	676	821	'64	1,121	1,962
1896-97	349	'26	39	204	'16	23	263	'20	663	826	'64	761	1,527
1897-98	296	'25	26	129	'09	27	240	'12	676	568	'51	745	1,308
1898-99	607	'45	126	157	'12	21	249	'19	696	1,013	'76	792	1,805
1899-00	574	'27	14	127	'09	15	229	'25	522	840	'62	664	1,704
1900-01	367	'24	42	140	'10	20	224	'22	663	891	'87	645	1,746
(c.) Total.													
1884-85	1,149	'81	68	367	'19	32	431	'28	1,299	1,949	1'68	1,320	3,329
1885-86	828	'86	45	324	'18	15	525	'26	912	1,707	'89	970	2,677
1886-87	1,216	'79	231	333	'19	24	417	'24	989	1,986	1'12	1,244	3,230
1887-88	1,106	'84	79	524	'21	26	474	'27	854	2,112	1'22	968	3,070
1888-89	876	'60	768	426	'26	20	427	'21	622	1,791	1'62	1,645	3,436
1889-90	873	'62	171	473	'26	27	465	'26	799	1,611	1'60	637	2,748
1890-91	1,174	'64	676	366	'20	33	470	'25	840	2,011	1'69	1,197	3,468
1891-92	1,002	'62	42	289	'21	29	522	'23	663	1,966	1'69	664	2,937
1892-93	620	'42	101	209	'16	18	362	'19	906	1,022	'79	1,022	2,504
1893-94	1,172	'62	22	409	'22	49	448	'22	1,026	2,626	1'68	1,112	3,149
1894-95	897	'57	1,167	279	'20	121	426	'24	1,070	1,722	'68	2,268	4,066
1895-96	1,060	'67	423	277	'21	37	429	'24	975	1,622	1'68	1,466	3,088
1896-97	777	'46	22	263	'21	29	266	'22	664	1,566	'66	928	2,466
1897-98	449	'25	44	266	'15	21	400	'22	627	1,115	'51	612	2,037
1898-99	1,032	'69	150	266	'16	22	292	'22	785	1,716	'66	916	2,654
1899-00	677	'28	20	221	'12	17	427	'26	1,067	1,275	'78	1,104	2,479
1900-01	809	'45	42	274	'15	23	426	'24	1,111	1,519	'85	1,247	2,766

Death Rates amongst Seamen at Sea.

The Death Rates during the Seventeen Years ended June 1901, amongst Seamen employed in Vessels registered in the United Kingdom, are shown in the following Table:—

Years.	Percentages and Proportions.		
	(1) Deaths by Wrecks and Casualties.	(2) Deaths by all Accidents, including those in Col. 1.	(3) Deaths by Accidents, Disease, &c., including those in Cols. 1 and 2.
1884-85	·61 per cent., or 1 in 164	·8 per cent., or 1 in 125	1·03 per cent., or 1 in 97
1885-86	·45 " " 1 " 223	·62 " " 1 " 160	·90 " " 1 " 111
1886-87	·7 " " 1 " 142	·89 " " 1 " 112	1·13 " " 1 " 88
1887-88	·64 " " 1 " 157	·95 " " 1 " 106	1·22 " " 1 " 82
1888-89	·50 " " 1 " 200	·77 " " 1 " 129	1·02 " " 1 " 98
1889-90	·48 " " 1 " 207	·74 " " 1 " 135	1·00 " " 1 " 100
1890-91	·64 " " 1 " 157	·83 " " 1 " 120	1·09 " " 1 " 92
1891-92	·53 " " 1 " 187	·74 " " 1 " 135	1·06 " " 1 " 95
1892-93	·43 " " 1 " 231	·59 " " 1 " 169	·78 " " 1 " 128
1893-94	·63 " " 1 " 158	·84 " " 1 " 119	1·08 " " 1 " 92
1894-95	·47 " " 1 " 210	·68 " " 1 " 147	·92 " " 1 " 108
1895-96	·57 " " 1 " 175	·78 " " 1 " 128	1·02 " " 1 " 98
1896-97	·43 " " 1 " 234	·64 " " 1 " 157	·86 " " 1 " 117
1897-98	·27 " " 1 " 397	·40 " " 1 " 250	·62 " " 1 " 160
1898-99	·58 " " 1 " 171	·74 " " 1 " 134	·96 " " 1 " 103
1899-00	·38 " " 1 " 262	·51 " " 1 " 195	·78 " " 1 " 129
1900-01	·45 " " 1 " 221	·61 " " 1 " 165	·85 " " 1 " 118

Inquiries into Shipping Casualties.

Preliminary inquiry is held into the circumstances attending every casualty to a British ship, and if it appear from the information thus obtained that any public interest would be served by further investigation, a formal inquiry is instituted.

During the year 1900-1901, 168 formal inquiries were held, of which 51 were held in the United Kingdom before magistrates, 105 before courts in British Possessions Abroad, and 12 before naval courts in Foreign countries. In 107 instances the casualties were found to be owing, partly or wholly, to neglect or default on the part of persons on board the vessels, and in 40 the inquiry resulted in the cancellation or suspension of the certificates of the masters or officers.

Four inquiries were also held by inspectors appointed by the Board of Trade.

Explanatory Statement.

The figures relating to vessels and "crews" employed are taken from the Annual Statement of Navigation and Shipping, the number of hands, including the master and officers, but excluding *Lascars*, on the first articles of agreement, being allowed for every vessel which went to sea during the year and remained on the register at the end of the year. A certain per-centage of the vessels which are thus included in the employment tables must necessarily have been under repair or out of employment for some portion of the year, and the aggregate of the crews with which they are credited must therefore be in excess of the number of seamen constantly employed. If the result of the annual census taken four times in the year 1900 be assumed to represent the actual number of seamen constantly employed, that number is less by about 10 per cent. than the number on which the foregoing calculations are based.

The words "crew" and "seamen" in the foregoing statements and throughout the return include, unless otherwise stated, masters and all persons entered in the articles of agreement, but the last three tables do not include *Lascars* or other Asiatics on Oriental articles of agreement. Pilots, masters' families, and all other persons not on the articles of agreement, are included under the head of "passengers."

For the number of *Lascars* whose deaths are included in the tables in Parts I. and II., see Tables 18 and 35.

When tonnage is given in the return it is net register tonnage.

The words "United Kingdom," as used in this return, include the Isle of Man, but do not include the Channel Islands.

Marine Department,
Board of Trade,
October, 1902.

WALTER J. HOWELL.

WRECK ABSTRACTS, 1900-1901.

CONTENTS.

WRECK CHARTS for the year ended 30th June 1901, viz.:—United Kingdom, England and Wales, Scotland, Ireland, and the two Hemispheres.

PART I.

(NOTE.—Sailing Vessels are distinguished from Steam Vessels throughout the Return, except in Tables 60 to 63 and 87 to 89.)

Tables relating to SEA CASUALTIES TO, AND LIVES LOST AT SEA FROM, MERCHANT VESSELS REGISTERED IN THE UNITED KINGDOM under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels.

Sea Casualties.

	Page
Table 1.—TOTALS.—Number and Tonnage of Vessels to which Casualties occurred, and Nature and Results of the Casualties	2
Table 2.—HOME AND FOREIGN TRADES.—Whether the Vessels to which Casualties occurred were engaged in the Home or the Foreign Trade	3
Table 3.—CARGOES of the Vessels when the Casualties occurred	4
Table 4.—CARGOES AND TONNAGE OF VESSELS TOTALLY LOST	5
Table 5.—TONNAGES (Approximate) of the Vessels to which Casualties occurred... ..	6
Table 6.—AGES OF THE VESSELS when the Casualties occurred	7
Table 7.—AGES AND TONNAGE OF VESSELS TOTALLY LOST	8
Table 8.—IRON, STEEL, COMPOSITE, OR WOOD, Vessels built of, to which Casualties occurred	9
Table 9.—CAUSES, as far as reported, to which the Casualties (exclusive of Collisions) were attributed	10
Table 10.—LOCALITIES where the Casualties occurred... ..	13
Table 11.—CLASSIFICATION of the VESSELS TOTALLY LOST, <i>i.e.</i> , whether Classed or Unclassed	14

Lives Lost at Sea.

Table 12.—SEAMEN AND PASSENGERS LOST BY SEA CASUALTIES.—Totals.—Home and Foreign Trades	15
Table 13.—SEAMEN LOST BY SEA CASUALTIES.—CARGOES OF THE VESSELS from which the Lives were Lost	16
Table 14.—Do. Do. APPROXIMATE TONNAGES of the Vessels do.	17
Table 15.—Do. Do. AGES OF THE VESSELS do.	18
Table 16.—Do. Do. LOCALITIES where the Lives were Lost	19
Table 17.—SEAMEN AND PASSENGERS LOST BY SEA CASUALTIES.—CLASSIFICATION, <i>i.e.</i> , whether the Lives were Lost in Classed or Unclassed Vessels	22
Table 18.—DEATHS AT SEA FROM ALL CAUSES.—HOME AND FOREIGN TRADES.—(Deaths by Wrecks and Casualties, by Accidents other than Wreck or Casualty, and by Disease, &c.)	23

*Contents.—(Part III.—continued.)**Vessels of all Kinds, British and Foreign.*

	Page
Table 57.—GRAND TOTALS.—SEA CASUALTIES TO BRITISH AND FOREIGN VESSELS.—LOCALITIES where the Casualties occurred	61
Table 58.—Do. BRITISH AND FOREIGN VESSELS.—SEAMEN AND PASSENGERS LOST BY SEA CASUALTIES TO—LOCALITIES where the lives were lost	62

Collisions at Sea.

Table 59.—COLLISIONS AT SEA.—Whether the collisions occurred on or near the coasts of the United Kingdom or elsewhere and whether the VESSELS were BRITISH or FOREIGN and SAILING or STEAM	63
Table 60.—TIME OF COLLISIONS, <i>i.e.</i> , DAY OR NIGHT	63
Table 61.—COLLISIONS.—CAUSES, AS FAR AS REPORTED	63

Sea Casualties.—Lives saved from Shipwreck at Home and Abroad.

Table 62.—LIVES SAVED from Vessels of all Kinds on or near the coasts of the United Kingdom	64
Table 63.—LIVES SAVED from British and Foreign Vessels on or near the coasts of British Possessions Abroad, and from British Vessels on or near the coasts of Foreign Countries or at Sea	64

Shipping Casualties in Rivers and Harbours.—Number and Tonnage of Vessels and Nature and Results of Casualties.

Table 64.—SEAGOING VESSELS REGISTERED IN THE UNITED KINGDOM, which met with CASUALTIES in Rivers and Harbours.	65
Table 65.—Do. Do. Do. Do. Do.—Whether the Vessels were engaged in the HOME or the FOREIGN TRADE	66
Table 66.—SEAGOING VESSELS REGISTERED IN BRITISH POSSESSIONS ABROAD, which met with CASUALTIES in Rivers and Harbours	67
Table 67.—RIVER CRAFT REGISTERED IN THE UNITED KINGDOM, which met with CASUALTIES in Rivers and Harbours	68
Table 68.—Do. Do. IN BRITISH POSSESSIONS ABROAD, which met with CASUALTIES in Rivers and Harbours	68
Table 69.—UNREGISTERED SEAGOING MERCHANT VESSELS BELONGING TO THE UNITED KINGDOM, which met with CASUALTIES in Rivers and Harbours	69
Table 70.—Do. RIVER CRAFT BELONGING TO THE UNITED KINGDOM, which met with CASUALTIES in Rivers and Harbours	70
Table 71.—Do. Do. Do. BRITISH POSSESSIONS ABROAD, which met with CASUALTIES in Rivers and Harbours	71
Table 72.—YACHTS AND PLEASURE BOATS BELONGING TO THE UNITED KINGDOM, which met with CASUALTIES in Rivers and Harbours	71
Table 73.—FISHING VESSELS BELONGING TO THE UNITED KINGDOM, which met with CASUALTIES in Rivers and Harbours	72
Table 74.—FOREIGN VESSELS which met with CASUALTIES in Rivers and Harbours of the United Kingdom or of British Possessions Abroad	72

Lives Lost in Rivers and Harbours.

Table 75.—GRAND TOTALS.—SEAMEN AND PASSENGERS LOST BY SHIPPING CASUALTIES IN RIVERS AND HARBOURS.—Number and Description of the Vessels, Nature of the Casualties, &c.	73
Table 76.—SEAGOING MERCHANT VESSELS REGISTERED IN THE UNITED KINGDOM.—DEATHS IN RIVERS AND HARBOURS FROM ALL CAUSES (Wrecks and Casualties, Accidents other than Wreck or Casualty, Disease, &c.).—Home and Foreign Trades	75
Table 77.—SEAGOING MERCHANT VESSELS REGISTERED IN BRITISH POSSESSIONS ABROAD.—DEATHS IN RIVERS AND HARBOURS FROM ALL CAUSES (Wrecks, &c., Accidents other than Wreck, Disease, &c.)	76

Table 78.—FISHING VESSELS BELONGING TO THE UNITED KINGDOM.—DEATHS IN RIVERS AND HARBOURS FROM ALL CAUSES (Wrecks, &c., Accidents other than Wreck, Disease, &c.)	Page 76
--	------------

Shipping Casualties, and Lives Lost from all Causes, at Sea and in Rivers and Harbours.

Grand Totals.

Table 79.—SEAGOING MERCHANT VESSELS REGISTERED IN THE UNITED KINGDOM.—SHIPPING CASUALTIES EVERYWHERE.—Number and Tonnage of Vessels and Nature and Results of Casualties.—(Totals of Tables 1 and 64)	...	...	...	...	...	...	77
Table 80.—Do. Do. Do. Do. DEATHS from all Causes everywhere.—(Totals of Tables 18 and 76)	...	...	...	...	...	...	78
Table 81.—VESSELS OF ALL KINDS BELONGING TO THE UNITED KINGDOM (excluding vessels of the Royal Navy).—CASUALTIES EVERYWHERE.—Number and Tonnage of Vessels and Nature and Results of Casualties.—(Totals of Tables 49, 64, 67, 69, 70, 72, and 73)	...	...	...	...	...	...	79
Table 82.—BRITISH REGISTERED SEAGOING MERCHANT VESSELS.—CASUALTIES EVERYWHERE to Vessels registered in the United Kingdom and in British Possessions Abroad.—Number and Tonnage of Vessels, and Nature and Results of Casualties.—(Totals of Tables 36, 64, and 66)	...	...	...	...	...	...	80
Table 83.—Do. Do. Do. SEAMEN AND PASSENGERS LOST EVERYWHERE BY CASUALTIES TO (see also Tables 37 and 75)	...	...	...	...	...	...	81
Table 84.—Do. Do. Do. DEATHS FROM ALL CAUSES EVERYWHERE.—(Totals of Tables 38, 76, and 77)	...	...	...	...	...	...	81
Table 85.—BRITISH VESSELS OF ALL KINDS (excluding vessels of the Royal Navy).—CASUALTIES EVERYWHERE to Vessels of all kinds belonging to the United Kingdom or to British Possessions Abroad.—Number and Tonnage of Vessels, and Nature and Results of Casualties.—(Totals of Tables 51, 66, 68, 71, and 81, and Notes to Tables 69, 72, and 73)	...	...	...	...	...	...	82
Table 86.—Do. Do. SEAMEN AND PASSENGERS LOST EVERYWHERE BY CASUALTIES TO (see also Tables 50, 52, and 75)	...	...	...	...	...	...	83

Inquiries, &c.

Table 87.—INQUIRIES INTO CAUSES OF SHIPPING CASUALTIES AT HOME AND ABROAD.—MASTERS' OR OFFICERS' CERTIFICATES, how dealt with	...	...	...	...	...	84
Table 88.—INQUIRIES RESPECTING BREACHES OF DISCIPLINE.—CERTIFICATES	...	...	...	...	...	86
Table 89.—CONVICTIONS FOR CRIMINAL OFFENCES.—CERTIFICATES	...	...	...	...	...	86

APPENDICES.

Appendix A.—Outlying Sands and Rocks on the Coasts of the United Kingdom upon which Vessels have Stranded	...	...	...	...	...	87
Appendix B.—Casualties in Rivers and Harbours :—						
Table 1.—Rivers and Harbours of the United Kingdom in which Casualties occurred	...	...	...	...	...	97
Table 2.—Rivers and Harbours in British Possessions Abroad in which Casualties occurred to British and Foreign Vessels, and Rivers and Harbours in Foreign Countries in which Casualties occurred to British Vessels	...	...	...	...	...	101
Appendix C.—Detailed Statement of Vessels Totally Lost, and of Vessels Partially Lost with Loss of Life :—						
Table 1.—Sea Casualties.—Total Losses with or without Loss of Life	...	...	...	...	...	106
Table 2.—Do. Partial Losses with Loss of Life	...	...	...	...	...	153
Table 3.—River and Harbour Casualties.—Total Losses with or without Loss of Life	...	...	...	...	...	165
Table 4.—Do. Do. Partial Losses with Loss of Life	171

BOARD OF TRADE WRECK REGISTER

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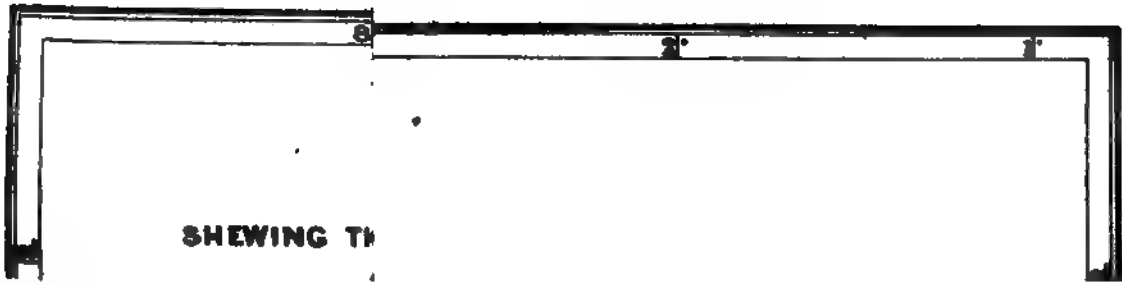
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PART I.

Tables relating to SEA CASUALTIES to, and LIVES LOST AT SEA from, MERCHANT VESSELS REGISTERED IN THE UNITED KINGDOM under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 1. Totals :—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	21	8,168	—	—	—	—	21	8,168
Strandings	76	23,545	83	28,780	234	62,949	393	115,274
Collisions	22	3,135	73	20,223	311	63,836	406	87,194
Other Causes	9	11,594	186	147,656	505	276,037	700	435,287
Missing Vessels	18	19,223	—	—	—	—	18	19,223
TOTAL	146	65,665	342	196,659	1,050	402,822	1,538	665,146
(b.) Steam Vessels.								
Foundering	12	5,818	—	—	—	—	12	5,818
Strandings	43	57,420	205	241,646	476	562,255	724	861,321
Collisions	18	14,014	156	173,914	409	425,805	583	613,733
Other Causes	2	1,781	309	424,919	796	1,128,673	1,107	1,555,373
Missing Vessels	5	5,634	—	—	—	—	5	5,634
TOTAL	80	84,667	670	840,479	1,681	2,116,733	2,431	3,041,879
(c.) Total.								
Foundering	33	13,986	—	—	—	—	33	13,986
Strandings	119	80,965	288	270,426	710	625,204	1,117	976,595
Collisions	40	17,149	229	194,137	720	489,641	989	700,927
Other Causes	11	13,375	495	572,575	1,301	1,404,710	1,807	1,990,660
Missing Vessels	23	24,857	—	—	—	—	23	24,857
TOTAL	226	150,332	1,012	1,037,138	2,731	2,519,555	3,969	3,707,025

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 2. Home and Foreign Trades:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Foundering	15	1,075	—	—	—	—	15	1,075
Strandings	59	5,402	67	4,873	199	18,135	325	28,500
Collisions	21	1,939	61	6,032	278	23,474	360	30,435
Other Causes	2	104	90	6,435	317	28,463	409	37,023
Missing Vessels	5	355	—	—	—	—	5	355
TOTAL	102	8,875	318	18,490	794	66,022	1,114	95,387
(2.) FOREIGN TRADE.								
Foundering	6	7,093	—	—	—	—	6	7,093
Strandings	17	18,143	16	23,807	85	48,324	68	88,774
Collisions	1	1,186	13	15,201	83	40,362	49	58,759
Other Causes	7	11,480	66	139,221	188	247,554	261	398,265
Missing Vessels	13	18,868	—	—	—	—	13	18,868
TOTAL	44	56,790	194	178,229	256	334,740	424	569,759
(3.) TOTAL.								
Foundering	21	8,168	—	—	—	—	21	8,168
Strandings	76	23,545	83	28,780	234	82,949	389	115,374
Collisions	22	3,125	73	20,223	311	68,836	406	87,191
Other Causes	9	11,594	186	147,956	505	278,037	700	435,287
Missing Vessels	18	19,238	—	—	—	—	18	19,238
TOTAL	146	65,666	342	196,659	1,050	402,822	1,538	665,140

(b.) Steam Vessels.

(1.) HOME TRADE.								
Foundering	5	274	—	—	—	—	5	274
Strandings	10	1,785	57	11,489	172	40,764	239	54,038
Collisions	9	3,882	71	28,428	315	65,879	395	98,134
Other Causes	1	5	93	24,044	318	49,555	312	73,804
Missing Vessels	1	423	—	—	—	—	1	423
TOTAL	26	6,399	221	58,960	605	156,198	362	111,469
(2.) FOREIGN TRADE.								
Foundering	7	5,544	—	—	—	—	7	5,544
Strandings	38	55,956	143	290,147	304	521,491	485	867,233
Collisions	9	10,182	85	150,481	124	358,026	298	630,589
Other Causes	1	1,778	216	400,875	578	1,079,118	795	1,481,769
Missing Vessels	4	5,311	—	—	—	—	4	5,311
TOTAL	54	78,369	449	781,513	1,076	1,960,535	1,579	2,830,416
(3.) TOTAL.								
Foundering	12	5,818	—	—	—	—	12	5,818
Strandings	48	57,420	159	311,646	476	582,355	724	861,331
Collisions	18	14,014	159	173,914	409	423,805	583	613,734
Other Causes	2	1,781	309	424,919	766	1,128,673	1,107	1,555,373
Missing Vessels	5	5,634	—	—	—	—	5	5,634
TOTAL	83	84,667	670	840,479	1,661	2,118,733	2,491	3,041,879

(c.) Total.

(1.) HOME TRADE.								
Foundering	20	1,349	—	—	—	—	20	1,349
Strandings	69	7,167	124	16,473	371	58,889	564	80,528
Collisions	30	5,771	132	28,445	493	88,253	655	123,669
Other Causes	3	108	183	32,479	635	78,038	721	110,628
Missing Vessels	6	778	—	—	—	—	6	778
TOTAL	124	15,174	439	77,396	1,399	234,280	1,968	316,850
(2.) FOREIGN TRADE.								
Foundering	13	12,637	—	—	—	—	13	12,637
Strandings	50	75,796	164	263,964	339	568,315	554	898,067
Collisions	10	11,378	97	185,892	237	400,298	344	577,568
Other Causes	8	13,268	312	540,098	766	1,328,672	1,088	1,630,034
Missing Vessels	17	24,079	—	—	—	—	17	24,079
TOTAL	90	135,158	573	989,742	1,382	2,296,275	2,008	3,560,175
(3.) TOTAL.								
Foundering	33	13,986	—	—	—	—	33	13,986
Strandings	119	80,936	288	270,429	710	625,204	1,117	976,596
Collisions	40	17,149	229	194,137	720	488,841	984	700,827
Other Causes	11	13,375	493	572,573	1,301	1,404,710	1,807	1,944,880
Missing Vessels	23	24,857	—	—	—	—	23	24,857
TOTAL	236	150,332	1,012	1,037,138	2,781	2,519,555	3,989	5,707,036

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 3. CARGOES:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of CARGOES carried by the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Cargoes.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Ballast	2	17	18	48	88	4	8	56	68	—	28	44	64	8	31	46	148	225
Timber	1	3	1	8	11	4	4	9	13	—	5	14	19	—	3	10	31	44
Grain	1	6	10	26	41	—	1	14	15	—	17	47	65	—	10	28	88	124
Coal	4	23	17	54	94	3	12	65	80	1	26	147	175	4	34	55	268	375
Metallic Ores, &c. .	1	1	2	2	5	—	3	8	11	—	8	9	17	—	3	13	19	34
Machinery, Wrought Iron, &c.	—	—	3	6	9	1	5	4	10	—	4	9	13	—	1	12	19	32
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	5	14	17	44	75	9	23	54	86	1	40	104	145	2	31	80	202	313
Salt, Soda, Potash, &c. .	1	4	—	10	14	—	1	3	4	—	11	12	17	1	6	6	35	37
Guano, &c.	—	3	—	11	20	4	3	12	19	2	16	48	66	—	10	26	71	106
Dung, &c.	—	—	—	—	—	—	1	1	2	—	2	—	2	—	—	3	1	4
Hay, Straw, &c.	—	—	—	—	—	—	—	2	4	—	—	—	—	—	—	2	3	5
Sugar, Molasses, &c. .	—	1	—	—	1	—	—	1	1	—	—	2	2	1	2	—	—	5
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .	—	—	—	2	2	—	—	2	2	—	—	2	4	—	2	6	8	8
Cotton, Wool, &c. . .	—	—	—	—	—	—	—	3	3	—	—	2	2	—	2	3	5	5
Wine, Spirits, &c. . .	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	1	1
Fish, Oil, &c.	1	2	1	3	6	—	1	5	6	—	7	7	14	—	3	9	11	27
General	—	3	6	15	1	3	9	13	3	18	26	47	6	—	26	42	75	75
Explosive Oils, &c. . .	1	—	—	2	2	—	—	2	2	—	5	5	1	1	5	5	12	12
Various	—	—	3	10	—	3	15	18	—	8	17	26	—	2	14	39	65	65
Unknown	—	—	—	4	4	—	3	46	49	—	1	16	17	—	4	66	70	70
TOTAL	21	70	83	234	365	23	73	311	406	9	186	506	700	18	146	342	1,060	1,539

(b.) Steam Vessels.

Ballast	2	8	51	122	181	4	57	149	210	1	76	185	242	1	16	184	436	636
Timber	1	17	20	36	53	—	3	9	12	—	11	63	74	—	2	32	92	125
Grain	1	3	23	60	86	—	6	20	26	—	15	49	64	—	4	44	129	177
Coal	13	8	32	70	110	5	31	68	94	—	38	96	134	3	28	101	234	343
Metallic Ores, &c. .	1	6	14	31	51	2	3	9	14	—	11	43	53	—	9	28	63	116
Machinery, Wrought Iron, &c.	1	4	7	11	11	—	1	2	3	—	6	8	14	—	1	11	17	29
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	1	2	5	13	20	1	2	10	13	—	10	15	25	—	4	17	38	60
Salt, Soda, Potash, &c. .	—	1	1	4	6	—	—	1	1	—	—	—	2	—	1	7	9	9
Guano, &c.	1	4	7	11	11	—	1	1	2	—	—	—	—	—	1	15	21	21
Dung, &c.	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	1	1	1
Hay, Straw, &c.	—	1	4	5	5	—	—	—	—	—	2	4	6	—	1	3	8	11
Sugar, Molasses, &c. .	—	—	2	4	6	1	2	4	7	—	4	16	20	—	1	8	24	33
Tea, Coffee, Spices, &c.	—	—	—	2	2	—	—	—	—	—	1	1	1	—	1	1	3	3
Potatoes, Fruit, &c. .	—	—	1	3	4	—	1	5	6	—	3	9	12	—	5	17	23	23
Cotton, Wool, &c. . .	—	1	2	7	7	—	—	1	1	—	2	14	16	—	3	17	25	25
Wine, Spirits, &c. . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	—	—	—	—	—	1	1	—	2	4	6	—	2	5	7	7
General	1	11	30	101	142	5	44	68	137	—	95	213	308	—	17	186	402	604
Explosive Oils, &c. . .	—	3	3	6	6	—	—	4	4	—	8	10	18	—	11	17	28	28
Various	1	1	13	23	—	3	7	10	—	1	10	17	28	—	3	25	38	61
Unknown	—	—	2	14	16	—	2	36	41	—	15	—	77	—	19	116	134	134
TOTAL	12	48	206	476	734	16	156	409	583	2	309	796	1,107	5	80	670	1,661	2,431

(c.) Total.

Ballast	4	25	69	170	264	8	65	205	278	1	96	309	306	9	47	230	684	861
Timber	2	3	18	28	49	—	7	18	25	—	18	77	93	—	5	41	123	160
Grain	4	9	33	85	127	—	8	34	41	1	32	96	129	—	14	73	216	301
Coal	6	31	49	124	204	8	43	123	174	2	64	243	309	7	54	156	480	700
Metallic Ores, &c. .	2	7	16	33	50	2	6	17	25	—	19	61	77	—	11	41	101	153
Machinery, Wrought Iron, &c.	1	7	13	20	1	6	6	13	—	—	10	17	27	—	3	23	38	61
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	6	16	22	57	95	10	25	64	99	1	50	119	170	2	85	97	240	373
Salt, Soda, Potash, &c. .	1	5	1	14	20	—	1	4	5	—	5	14	19	1	7	7	33	46
Guano, &c.	1	3	10	18	31	4	4	13	21	2	16	56	73	1	11	30	88	127
Dung, &c.	—	—	—	—	—	—	—	2	3	—	2	—	—	—	—	3	3	6
Hay, Straw, &c.	—	1	4	5	5	—	—	2	4	—	—	4	6	—	1	4	10	15
Sugar, Molasses, &c. .	—	1	2	4	7	1	2	6	8	—	4	18	22	1	3	6	27	38
Tea, Coffee, Spices, &c.	—	—	—	2	2	—	—	—	—	—	1	1	1	—	1	1	2	3
Potatoes, Fruit, &c. .	—	—	1	3	6	—	1	7	8	—	5	11	16	—	7	23	30	30
Cotton, Wool, &c. . .	—	1	4	7	7	—	—	4	4	—	4	14	18	1	8	20	30	30
Wine, Spirits, &c. . .	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	1	1	1
Fish, Oil, &c.	1	2	3	6	6	—	1	6	7	—	9	11	20	—	3	11	30	34
General	1	14	35	106	157	6	47	67	150	3	113	239	355	—	24	185	444	668
Explosive Oils, &c. . .	—	3	3	6	6	—	—	6	6	—	13	11	24	—	2	18	22	40
Various	3	1	15	16	32	—	6	22	28	1	13	34	63	—	5	89	73	114
Unknown	—	—	2	18	20	—	5	65	80	—	16	78	94	—	—	23	181	204
TOTAL	33	119	268	710	1,177	40	229	720	989	11	496	1,301	1,607	23	236	1,012	2,781	3,969

Note.—For the tonnage and cargoes of merchant vessels registered in the United Kingdom which were totally lost at sea, see Table 4.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 4. Cargoes and Tonnage. Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when Lost.

(a.) Sailing Vessels.

Cargoes.	Foundering.		Stranding.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Ballast	2	1,615	17	2,088	4	110	—	—	8	12,984	31	17,535
Timber	1	1,346	2	571	—	—	—	—	—	—	3	1,917
Grain	3	326	6	4,577	—	—	1	2,169	—	—	10	7,285
Coal	4	2,532	28	8,378	8	248	2	5,839	4	537	38	15,214
Metallic Ores, &c. .. .	1	153	1	98	—	—	—	—	—	—	2	249
Machinery, Wrought Iron, &c. .. .	—	—	1	89	—	—	—	—	—	—	1	89
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .. .	6	308	14	906	9	904	1	37	3	193	31	2,347
Salt, Soda, Potash, &c. .. .	1	184	4	583	—	—	—	—	1	137	6	846
Guano, &c. .. .	—	—	3	253	4	380	2	3,715	1	999	10	5,847
Dung, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. .. .	—	—	1	984	—	—	—	—	1	1,582	2	2,566
Tea, Coffee, Spices, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .. .	1	25	2	169	—	—	—	—	—	—	3	194
General	—	—	3	4,209	1	1,186	3	1,844	—	—	7	7,249
Explosive Oils, &c. .. .	1	1,871	—	—	—	—	—	—	1	2,851	2	4,722
Various	2	106	—	—	—	—	—	—	—	—	2	106
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	21	8,168	79	33,545	22	5,135	9	11,594	18	19,323	146	65,665

(b.) Steam Vessels.

Ballast	2	613	9	7,153	4	2,772	1	6	1	201	16	10,744
Timber	1	1,022	1	1,327	—	—	—	—	—	—	2	2,549
Grain	1	56	8	8,131	—	—	—	—	—	—	4	6,137
Coal	2	92	8	9,577	6	4,968	—	—	3	3,250	18	17,882
Metallic Ores, &c. .. .	1	491	6	6,511	2	1,855	—	—	—	—	9	8,957
Machinery, Wrought Iron, &c. .. .	1	62	—	—	—	—	—	—	—	—	1	62
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .. .	1	64	2	460	1	337	—	—	—	—	4	870
Salt, Soda, Potash, &c. .. .	—	—	1	1,797	—	—	—	—	—	—	1	1,797
Guano, &c. .. .	1	1,588	—	—	—	—	—	—	—	—	1	1,588
Dung, &c. .. .	—	—	1	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .. .	—	—	—	2,109	—	—	—	—	—	—	1	2,109
Sugar, Molasses, &c. .. .	—	—	—	—	1	167	—	—	—	—	1	167
Tea, Coffee, Spices, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .. .	—	—	1	1,533	—	—	—	—	—	—	—	—
Cotton, Wool, &c. .. .	—	—	—	—	—	—	—	—	1	3,183	2	3,706
Wine, Spirits, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
General	1	566	11	17,181	5	3,620	—	—	—	—	17	21,567
Explosive Oils, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Various	1	1,264	1	3,442	—	—	1	1,776	—	—	3	6,482
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	12	5,813	43	57,420	16	14,014	2	1,781	5	5,634	80	84,687

(c.) Total.

Ballast	4	2,228	26	9,321	8	3,000	1	6	9	13,185	47	28,379
Timber	2	2,368	3	3,008	—	—	—	—	—	—	5	4,466
Grain	4	295	9	11,005	—	—	1	2,169	—	—	14	13,472
Coal	6	3,414	31	17,955	8	5,211	2	3,829	7	3,787	54	33,066
Metallic Ores, &c. .. .	2	644	7	6,607	2	1,855	—	—	—	—	11	9,208
Machinery, Wrought Iron, &c. .. .	2	68	—	—	1	89	—	—	—	—	3	151
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .. .	8	372	16	1,374	10	1,241	1	37	3	193	35	3,317
Salt, Soda, Potash, &c. .. .	1	184	5	2,332	—	—	—	—	1	127	7	3,613
Guano, &c. .. .	1	1,588	3	253	4	380	2	3,715	1	999	11	6,936
Dung, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .. .	—	—	1	2,109	—	—	—	—	—	—	1	2,109
Sugar, Molasses, &c. .. .	—	—	1	984	1	167	—	—	1	1,582	3	2,733
Tea, Coffee, Spices, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c. .. .	—	—	1	1,533	—	—	—	—	1	3,183	2	3,706
Wine, Spirits, &c. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. .. .	1	25	2	169	—	—	—	—	—	—	3	194
General	1	566	14	21,380	6	5,019	3	1,844	—	—	24	28,816
Explosive Oils, &c. .. .	1	1,871	—	—	—	—	—	—	1	2,851	2	4,722
Various	3	1,369	1	3,442	—	—	1	1,776	—	—	5	6,587
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	33	13,966	119	80,965	40	17,149	11	13,375	23	24,867	226	150,332

Note.—For the cargoes of merchant vessels registered in the United Kingdom which met with Sea Casualties, see Table 3.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 5. Tonnages :—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Tonnages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.		Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons	6	18	28	57	99	4	25	84	113	1	18	48	67	2	39	69	189	267
50 and under 100 tons ..	7	30	29	113	172	9	21	146	176	1	55	135	251	3	111	193	454	698
100 " 200 "	3	13	18	27	52	8	16	41	65	—	17	69	106	2	25	46	157	236
200 " 300 "	—	4	3	6	11	—	1	12	13	—	6	10	16	—	4	11	26	43
300 " 400 "	—	3	—	1	4	—	—	3	3	—	1	4	5	1	3	1	8	13
400 " 500 "	—	—	—	2	2	—	—	1	1	—	3	3	6	—	3	6	9	9
500 " 600 "	—	—	—	1	1	—	—	—	—	1	—	1	2	1	2	—	2	4
600 " 700 "	—	—	—	—	—	—	—	—	—	—	1	5	6	—	—	1	5	6
700 " 800 "	1	1	1	1	3	—	—	—	—	—	2	4	6	1	3	3	5	11
800 " 1,000 "	—	4	—	—	4	—	2	4	6	—	7	12	19	1	5	9	16	25
1,000 " 1,200 "	—	—	—	9	2	1	1	11	4	1	3	13	17	—	2	4	17	23
1,200 " 1,500 "	2	—	4	7	11	—	3	5	8	—	17	59	56	—	2	24	51	77
1,500 " 2,000 "	2	4	2	10	16	—	1	6	7	2	37	66	95	6	13	40	72	126
2,000 " 2,500 "	—	1	5	7	13	—	3	6	9	3	14	24	31	3	6	22	37	65
2,500 " 3,000 "	—	1	1	—	2	—	—	1	1	—	3	3	5	1	2	4	8	9
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	21	76	83	294	393	22	73	311	406	9	136	505	700	11	141	342	1,050	1,588

(b.) Steam Vessels.

Under 50 tons	1	—	11	29	40	—	12	40	52	1	13	44	58	—	2	36	113	151	151
50 and under 100 tons ..	4	4	18	39	61	1	9	27	37	—	22	43	65	—	9	49	140	187	187
100 " 200 "	—	11	11	33	47	1	11	45	56	—	26	54	80	—	4	47	122	169	169
200 " 300 "	1	—	6	24	30	—	6	13	19	—	10	11	21	1	2	22	41	61	61
300 " 400 "	—	3	4	18	25	3	8	17	25	—	7	27	34	—	6	19	42	61	61
400 " 500 "	3	—	6	10	22	—	10	21	31	—	6	24	30	1	11	23	41	61	61
500 " 600 "	1	—	1	16	17	2	9	22	33	—	18	15	33	—	5	23	53	84	84
600 " 700 "	—	—	7	11	18	2	7	21	30	—	5	18	23	—	2	19	50	71	71
700 " 800 "	—	1	8	11	17	1	2	11	23	—	9	23	32	—	2	19	41	61	61
800 " 1,000 "	—	8	11	23	46	2	11	27	40	—	11	43	54	—	5	41	98	149	149
1,000 " 1,200 "	1	6	15	33	44	1	7	11	19	—	10	40	50	1	9	41	86	136	136
1,200 " 1,500 "	1	6	28	53	87	1	13	31	45	—	26	79	105	—	13	67	163	243	243
1,500 " 2,000 "	1	10	40	96	145	—	23	43	66	1	56	111	167	1	18	111	272	408	408
2,000 " 2,500 "	—	3	11	48	69	—	31	35	66	—	32	100	132	1	3	73	193	296	296
2,500 " 3,000 "	—	2	6	12	20	—	3	11	14	—	11	55	66	—	2	35	78	115	115
3,000 tons and above ..	—	3	5	13	21	—	6	18	24	—	23	69	92	—	3	83	96	131	131
TOTAL	12	43	105	476	724	18	156	600	683	2	306	796	1,107	5	90	670	1,661	2,431	2,431

(c.) Total.

Under 50 tons	7	11	37	86	139	1	37	114	165	1	31	92	125	2	41	105	253	411	411
50 and under 100 tons ..	11	34	47	152	238	10	50	173	213	1	77	238	316	3	58	154	563	770	770
100 " 200 "	3	16	24	60	99	1	26	96	121	—	11	143	180	2	29	111	299	411	411
200 " 300 "	1	4	8	30	43	—	7	26	33	—	11	34	52	1	6	33	89	129	129
300 " 400 "	—	6	4	18	29	3	8	30	41	—	8	31	39	1	10	30	70	100	100
400 " 500 "	2	—	6	16	24	—	10	23	33	—	9	27	36	1	8	35	67	81	81
500 " 600 "	1	—	1	17	18	2	9	22	33	1	18	16	35	1	5	28	55	66	66
600 " 700 "	—	—	7	11	18	2	7	21	30	—	5	23	28	—	2	30	55	77	77
700 " 800 "	1	2	9	11	17	1	2	20	23	—	11	27	38	1	5	23	66	83	83
800 " 1,000 "	—	7	20	23	41	2	11	31	42	—	18	55	73	1	10	61	109	170	170
1,000 " 1,200 "	1	6	15	33	44	1	7	11	19	—	10	40	50	1	9	41	86	136	136
1,200 " 1,500 "	3	6	28	53	87	1	13	31	45	—	26	79	105	—	13	67	163	243	243
1,500 " 2,000 "	3	14	42	105	145	—	23	43	66	1	56	111	167	1	18	111	272	408	408
2,000 " 2,500 "	—	3	11	48	69	—	31	35	66	—	32	100	132	1	3	73	193	296	296
2,500 " 3,000 "	—	3	7	12	22	—	3	12	15	—	11	55	66	—	2	35	78	115	115
3,000 tons and above ..	—	3	5	13	21	—	6	18	24	—	23	69	92	—	3	83	96	131	131
TOTAL	33	119	288	711	1,117	40	311	720	899	11	405	1,301	1,807	23	236	1,012	2,711	3,960	3,960

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 6. Ages :—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the AGES of the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Ages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.		Total.			
Under 3 years	1	—	1	4	5	—	6	6	12	—	1	6	13	—	1	11	16	31
3 and not exceeding 7 years	—	1	1	4	15	—	5	19	24	—	10	34	44	3	1	11	68	84
8 " " 10 "	1	1	3	8	17	1	6	14	21	2	26	42	73	5	11	11	64	170
11 " " 14 "	—	2	2	6	11	1	4	19	11	2	15	88	65	1	6	21	63	90
15 " " 20 "	1	9	3	25	42	2	4	37	43	12	33	67	102	3	16	45	139	190
21 " " 30 "	7	20	20	66	106	11	24	74	109	3	41	135	171	2	43	85	275	463
31 " " 40 "	3	21	18	11	199	4	15	86	104	—	39	106	141	3	32	66	203	340
41 " " 50 "	3	8	13	37	48	3	3	29	35	—	12	43	54	1	16	28	98	141
51 " " 60 "	1	7	2	3	17	—	5	13	18	—	5	22	27	—	8	12	11	63
61 " " 70 "	2	3	3	4	10	—	1	2	3	—	1	1	5	—	5	5	10	20
71 " " 80 "	—	2	2	3	6	—	—	6	6	—	1	2	3	—	1	3	11	16
81 " " 90 "	1	3	1	1	4	—	—	1	1	—	—	2	2	—	3	1	4	8
91 " " 100 "	—	1	—	1	2	—	—	1	1	—	—	—	—	—	1	—	2	3
101 years and upwards ..	—	—	—	1	1	—	—	5	5	—	—	1	1	—	—	—	7	7
Unknown	1	—	1	—	1	—	—	—	—	—	—	2	2	1	2	1	2	5
TOTAL	21	76	83	284	363	22	73	311	406	9	184	505	700	11	146	342	1,050	1,538

(b.) Steam Vessels.

Under 3 years	3	5	27	98	138	—	27	64	81	—	50	140	199	1	9	94	300	493	493
3 and not exceeding 7 years	1	5	56	109	170	1	33	81	115	1	60	166	227	1	9	141	358	614	614
8 " " 10 "	—	3	17	71	96	2	11	51	64	—	43	106	161	1	6	80	235	321	321
11 " " 14 "	—	7	32	58	92	3	34	46	73	—	47	106	151	1	10	111	204	317	317
15 " " 20 "	2	11	41	67	119	3	37	77	107	—	54	148	203	—	18	122	292	430	430
21 " " 30 "	5	8	36	53	96	3	28	66	99	1	39	90	129	—	22	91	206	319	319
31 " " 40 "	1	3	6	16	27	1	6	22	29	—	15	37	42	1	6	27	67	100	100
41 " " 50 "	—	1	1	3	5	1	1	5	7	—	2	10	12	—	3	4	11	24	24
51 " " 60 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 " " 70 "	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	1	1	1
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1	1
101 years and upwards ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	1	1
TOTAL	12	43	206	476	724	16	159	490	583	2	190	796	1,107	5	60	670	1,881	2,431	2,431

(c.) Total.

Under 3 years	4	5	28	100	133	—	23	70	88	—	57	146	209	1	11	108	316	514	514
3 and not exceeding 7 years	1	6	60	119	170	1	38	100	135	1	70	166	227	4	13	168	419	600	600
8 " " 10 "	1	4	26	84	119	1	30	65	94	2	71	150	223	6	16	129	290	417	417
11 " " 14 "	—	9	34	59	102	3	38	65	96	2	62	145	207	2	18	124	287	397	397
15 " " 20 "	3	20	49	92	114	6	114	150	2	87	215	304	3	32	167	431	620	620	
21 " " 30 "	12	28	45	119	192	10	63	137	208	4	79	226	301	2	65	176	391	722	722
31 " " 40 "	4	24	24	88	136	5	11	107	133	—	11	135	163	4	57	63	330	460	460
41 " " 50 "	3	9	14	30	53	4	4	34	42	—	14	52	66	1	17	32	116	163	163
51 " " 60 "	1	7	11	8	17	—	5	13	18	—	5	23	27	—	9	13	48	63	63
61 " " 70 "	2	3	3	5	11	—	1	3	3	—	1	4	5	—	5	5	11	11	11
71 " " 80 "	—	1	2	3	6	—	—	6	6	—	1	2	3	—	1	1	11	15	15
81 " " 90 "	1	2	1	1	4	—	—	1	1	—	—	2	2	—	3	1	4	8	8
91 " " 100 "	—	1	—	1	2	—	—	1	1	—	—	1	1	—	1	—	3	4	4
101 years and upwards ..	—	—	—	1	1	—	—	5	5	—	—	1	1	—	—	—	7	7	7
Unknown	1	—	1	—	1	—	—	—	—	—	—	3	3	1	2	1	3	6	6
TOTAL	33	119	288	710	1,117	40	230	720	989	11	1,801	1,807	23	236	1,012	2,781	3,908	3,908	3,908

Note.—For the tonnage and ages of merchant vessels registered in the United Kingdom which were totally lost at sea, see Table 7.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 7. Ages and Tonnage.—Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the AGES of the Vessels.

(a.) **Sailing Vessels.**

Ages.	Foundering.		Stranding.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Under 3 years	1	1,871	—	—	—	—	—	—	—	—	1	1,871
3 and not exceeding 7 years	—	—	1	1,799	—	—	—	—	3	3,597	4	5,196
8 " " 10 " " " "	1	90	1	375	1	78	2	4,517	6	11,172	10	16,032
11 " " 14 " " " "	—	—	2	5,009	1	77	2	3,686	1	69	6	8,840
15 " " 20 " " " "	1	1,560	9	7,558	2	1,295	2	1,778	2	2,381	16	14,578
21 " " 30 " " " "	7	2,966	20	3,924	11	1,009	3	1,614	2	502	43	11,236
31 " " 40 " " " "	8	263	21	3,189	4	863	—	—	3	1,531	31	6,396
41 " " 50 " " " "	11	182	8	543	3	293	—	—	1	124	15	1,341
51 " " 60 " " " "	1	36	7	485	—	—	—	—	—	—	6	521
61 " " 70 " " " "	11	62	3	399	—	—	—	—	—	—	5	411
71 " " 80 " " " "	—	—	1	97	—	—	—	—	—	—	1	97
81 " " 90 " " " "	1	49	2	114	—	—	—	—	—	—	3	163
91 " " 100 " " " "	—	—	1	54	—	—	—	—	—	—	1	54
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	60	—	—	—	—	—	—	1	47	2	110
TOTAL	31	8,168	76	23,545	22	3,135	9	11,594	13	19,223	146	65,096

(b.) Steam Vessels.

Under 3 years	8	326	5	12,990	—	—	—	—	1	201	9	12,826
3 and not exceeding 7 years	1	468	5	9,928	1	167	1	1,776	1	2,111	9	14,462
8 " " 10 " " "	—	—	3	4,505	2	1,525	—	—	1	1,195	6	7,186
11 " " 14 " " "	—	—	7	9,938	2	2,001	—	—	1	1,702	10	13,641
15 " " 20 " " "	3	1,063	11	9,065	3	2,247	—	—	—	—	16	12,685
21 " " 30 " " "	6	3,457	6	8,881	6	7,150	3	5	—	—	22	19,403
31 " " 40 " " "	1	568	3	1,372	1	577	—	—	1	423	6	3,438
41 " " 50 " " "	—	—	1	341	1	337	—	—	—	—	2	678
51 " " 60 " " "	—	—	—	—	—	—	—	—	—	—	—	—
61 " " 70 " " "	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 " " "	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 " " "	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 " " "	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	12	12,110	43	57,420	18	14,014	2	1,771	5	5,634	90	84,867

(c.) Total.

Under 3 years	4	2,186	5	13,000	—	—	—	—	1	261	10	11,000
3 and not exceeding 7 years	1	408	6	11,727	1	107	1	1,776	4	5,580	12	19,068
8 " " 10 " " " "	1	90	4	4,880	3	1,613	3	4,317	6	12,297	16	25,197
12 " " 14 " " " "	—	—	9	14,947	3	3,078	2	1,000	3	1,771	16	22,481
15 " " 20 " " " "	3	2,028	20	17,214	5	3,542	2	1,776	2	2,381	12	27,543
21 " " 30 " " " "	12	7,441	28	12,805	19	3,159	1	1,819	3	1,000	65	30,728
31 " " 40 " " " "	4	820	34	5,061	5	960	—	—	4	1,964	37	8,504
41 " " 50 " " " "	5	182	9	883	4	1,000	—	—	1	124	17	1,819
51 " " 60 " " " "	1	36	7	100	—	—	—	—	—	—	8	621
61 " " 70 " " " "	2	62	8	100	—	—	—	—	—	—	6	100
71 " " 80 " " " "	—	—	1	97	—	—	—	—	—	—	1	97
81 " " 90 " " " "	1	49	2	114	—	—	—	—	—	—	3	163
91 " " 100 " " " "	—	—	1	54	—	—	—	—	—	—	1	54
101 years and upwards	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	68	—	—	—	—	—	—	1	47	2	110
TOTAL	33	13,986	119	80,905	40	17,140	11	13,575	23	24,967	236	150,832

Notes.—For the Ages of all Merchant Vessels registered in the United Kingdom which met with Sea Casualties, see Table C.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 8.—Iron, Steel, Composite, or Wood.—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the MATERIALS of which the Vessels were CONSTRUCTED.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Iron.		Steel.		Composite.		Wood.		TOTAL	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Foundering (Total Losses)	8	2,416	1	1,871	—	—	17	5,001	26	8,108
Strandings:										
Total Losses	8	2,416	1	1,871	—	—	17	5,001	26	8,108
Serious Casualties	8	2,416	1	1,871	—	—	17	5,001	26	8,108
Minor Casualties	26	27,839	11	17,966	—	—	188	17,925	225	62,940
TOTAL	34	44,496	24	41,380	1	180	305	34,926	360	115,274
Collisions:										
Total Losses	2	1,871	—	—	—	—	30	1,764	32	3,185
Serious Casualties	6	7,823	4	7,118	—	—	68	5,288	78	20,229
Minor Casualties	20	26,488	8	15,469	1	75	275	23,814	311	65,836
TOTAL	28	36,182	12	22,587	1	75	343	30,916	411	87,150
Other Causes:										
Total Losses	4	5,906	3	5,884	—	—	3	104	10	11,894
Serious Casualties	48	68,078	40	69,880	—	—	100	12,908	188	147,866
Minor Casualties	90	112,848	78	138,697	1	23	336	34,486	505	576,037
TOTAL	142	186,832	121	214,451	1	23	439	47,498	703	734,387
Missing Vessels	4	3,463	7	14,500	1	500	6	774	18	19,237
From all Causes:										
Total Losses	31	21,105	16	31,374	1	500	108	13,696	156	66,675
Serious Casualties	56	81,513	53	81,900	1	180	251	28,906	341	193,699
Minor Casualties	144	196,966	97	156,551	2	98	807	76,307	1,050	402,832
TOTAL	235	309,584	166	270,825	4	778	1,146	119,009	1,538	669,146

(b.) Steam Vessels.

Foundering (Total Losses)	7	5,093	4	7,711	—	—	1	52	12	5,818
Strandings:										
Total Losses	31	30,380	31	36,988	1	52	—	—	42	57,430
Serious Casualties	80	49,808	122	191,588	—	—	3	450	205	241,846
Minor Casualties	173	127,050	396	434,883	—	—	8	322	476	563,356
TOTAL	284	197,238	549	663,459	1	52	11	772	723	862,632
Collisions:										
Total Losses	12	10,305	6	3,709	—	—	—	—	18	14,014
Serious Casualties	69	50,548	85	123,569	1	5	1	2	156	175,914
Minor Casualties	170	103,194	224	319,873	1	7	14	781	409	428,906
TOTAL	251	164,047	315	447,151	2	12	15	783	583	618,733
Other Causes:										
Total Losses	—	—	1	1,775	—	—	1	5	2	1,781
Serious Casualties	117	92,385	188	332,557	—	—	4	177	309	425,119
Minor Casualties	303	248,457	474	688,985	—	—	19	1,351	796	1,138,673
TOTAL	420	340,842	663	1,023,317	—	—	24	1,533	1,107	1,565,573
Missing Vessels	1	423	4	5,211	—	—	—	—	5	5,634
From all Causes:										
Total Losses	41	36,141	26	46,417	1	52	2	57	60	84,667
Serious Casualties	266	192,541	385	617,304	1	5	8	628	670	840,479
Minor Casualties	645	475,701	994	1,638,821	1	7	41	2,404	1,481	2,118,738
TOTAL	952	704,383	1,425	2,302,542	3	64	51	3,060	2,421	3,043,897

(c.) Total.

Foundering (Total Losses)	10	7,449	5	2,604	—	—	18	3,983	33	13,986
Strandings:										
Total Losses	39	24,629	26	46,121	1	52	69	8,183	119	80,965
Serious Casualties	86	58,296	180	206,390	1	180	71	3,630	264	270,426
Minor Casualties	197	154,879	397	452,278	—	—	208	18,217	710	625,204
TOTAL	312	241,554	403	704,789	2	232	340	30,040	1,117	976,655
Collisions:										
Total Losses	14	11,676	6	3,709	—	—	30	1,764	40	17,149
Serious Casualties	75	58,870	89	130,477	1	5	64	5,366	229	194,157
Minor Casualties	169	131,663	234	333,582	2	83	367	24,545	720	489,641
TOTAL	268	202,219	327	467,568	3	87	371	31,675	989	700,947
Other Causes:										
Total Losses	4	5,906	4	7,660	—	—	3	109	11	13,575
Serious Casualties	163	157,458	226	402,037	—	—	104	13,080	405	572,575
Minor Casualties	393	356,306	553	1,013,553	1	23	356	35,819	1,201	1,404,710
TOTAL	560	519,670	784	1,423,250	1	23	463	49,008	1,617	1,990,260
Missing Vessels	5	3,886	11	19,697	1	500	6	774	23	24,967
From all Causes:										
Total Losses	63	57,246	53	78,791	2	552	110	12,743	226	180,332
Serious Casualties	334	374,764	417	738,904	2	185	239	28,993	1,012	1,087,136
Minor Casualties	789	642,667	1,001	1,796,173	3	105	848	76,811	2,751	2,519,556
TOTAL	1,176	1,084,683	1,454	2,613,868	7	742	1,197	118,544	3,989	3,707,024

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. CAUSES:—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and, as far as reported, the CAUSES to which the Casualties were attributed.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipments or Stowage.														
Improper Stowage or Ballasting		1	—	—	1	—	—	—	—	—	1	—	—	1
Overloading		—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c. .. .	4	1	2	—	3	—	11	30	41	—	5	13	30	48
TOTAL	1	2	2	—	4	—	11	30	41	—	6	13	30	49
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c. of Masters, Officers, or Crew		15	10	66	91	—	—	3	3	—	15	10	61	86
Error, &c. of Pilots		1	2	8	11	—	—	—	—	—	1	2	8	11
TOTAL		16	12	68	94	—	—	3	3	—	16	12	69	97
CLASS 3.														
Cases connected with Machinery or Builders.														
Breakdowns and Explosions		—	—	—	—	—	1	—	1	—	—	1	—	1
CLASS 4.														
Other Causes.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c. .. .		—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas		—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions		—	—	—	—	—	1	—	1	—	—	1	—	1
Spontaneous Combustion of Coal		—	—	—	—	3	2	9	14	—	3	2	9	14
“ “ “ Other Substances		—	—	—	—	—	1	—	1	—	—	1	—	1
Fires, other than Spontaneous Combustion		—	—	—	—	5	2	5	12	—	5	2	3	12
Inevitable Accident		5	6	34	45	1	10	16	27	—	6	16	30	72
Striking Rocks or Shoals not marked on Charts .. .		—	—	—	—	—	—	—	—	—	—	—	—	—
Want of Lights or Buoys on Coasts or Shoals .. .		—	—	1	1	—	—	—	—	—	—	—	1	1
Contact with Ice		—	—	—	—	—	1	—	1	—	—	1	—	1
Striking on Floating or Sunken Wreck		—	5	1	6	—	1	3	4	—	—	4	—	10
Failure of, or Damage to, Steering Gear		—	1	1	2	—	1	4	5	—	—	2	5	7
Want of Pilot		—	—	1	1	—	—	—	—	—	—	—	1	1
Bad management of, or want of power in, Steam Tugs, or defective Tow Ropes .. .		—	1	3	4	—	—	—	—	—	—	1	3	4
TOTAL		5	13	41	59	4	19	37	65	—	14	33	78	124
CLASS 5.														
Unknown Causes.														
Unknown Causes	4	4	2	21	27	—	4	6	10	18	26	6	27	59
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	12	83	43	62	188	—	182	391	525	—	45	175	455	673
Heavy Seas	1	3	4	5	12	—	19	33	54	—	4	23	40	67
Calm and Currents	—	4	5	27	36	—	—	—	—	—	4	5	27	36
Fog, &c.	—	9	2	12	23	—	—	1	1	—	9	2	13	24
Lightning	—	—	—	—	—	—	—	2	2	—	—	—	2	—
TOTAL	13	99	54	106	269	—	191	429	580	—	62	205	535	802
GRAND TOTAL	21	79	83	234	393	4	186	565	700	18	124	260	739	1,192

* For the causes of collisions, see Part III., Table 61.

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. Causes—continued.

(b.) Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Total Losses.	Total Losses.	Strandings.			Total.	Other Causes.			Total.	Missing Vessels.	Total.			
			Serious Casualties.	Minor Casualties.	Total.		Serious Casualties.	Minor Casualties.	Total.			Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.															
Cases connected with Equipment or Storage.															
Improper Stowage or Ballasting	1	—	—	—	—	—	—	—	—	—	—	1	—	—	
Overloading	—	—	—	—	—	—	—	1	—	1	—	—	1	1	
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	—	—	1	1	2	—	3	6	9	—	—	4	7	11	
TOTAL	1	—	1	1	2	—	4	6	10	—	—	5	7	13	
CLASS 2.															
Cases connected with Navigation and Seamanship.															
Error, &c. of Masters, Officers, or Crew	1	25	43	70	138	—	1	—	1	—	—	26	44	140	
Error, &c. of Pilots	—	—	18	28	46	—	—	—	—	—	—	18	28	46	
TOTAL	1	25	61	98	184	—	1	—	1	—	—	26	72	186	
CLASS 3.															
Cases connected with Machinery or Boilers.															
Breakdowns and Explosions	—	1	4	3	8	1	182	206	440	—	—	2	186	477	
CLASS 4.															
Other Cases.															
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Explosions of Coal Gas	—	—	—	—	—	—	1	1	2	—	—	1	1	2	
Other Explosions	—	—	—	—	—	—	—	1	1	—	—	—	1	1	
Spontaneous Combustion of Coal	—	—	—	—	—	—	4	24	28	—	—	4	24	28	
" " " Other Substances	—	—	—	—	—	1	2	5	8	—	1	2	5	8	
Fires, other than Spontaneous Combustion	—	—	—	—	—	—	9	29	32	—	—	9	29	32	
Inevitable Accident	1	—	26	118	144	—	5	21	26	—	1	31	139	171	
Striking Rocks or Shoals not marked on Charts	—	—	5	4	9	—	—	—	—	—	—	4	9	—	
Want of Lights or Buoys on Coasts or Shoals	—	1	—	4	5	—	—	—	—	—	1	—	4	5	
Contact with Ice	—	—	1	1	2	—	2	5	7	—	—	3	6	9	
Striking on Floating or Sunk Wreck	—	—	3	6	9	—	7	27	34	—	—	10	33	43	
Failure of, or Damage to, Steering Gear	—	—	4	10	14	—	7	29	33	—	—	11	30	39	
Want of Pilot	—	—	1	1	2	—	—	—	—	—	—	1	1	2	
Bad management of, or want of power in, Steam Tugs, or defective Tow Ropes.	—	—	2	1	3	—	—	—	—	—	—	—	1	3	
TOTAL	1	1	42	145	189	1	37	146	171	—	—	9	70	203	
CLASS 5.															
Unknown Cases.															
Unknown Cases	—	3	21	30	83	—	4	18	21	5	—	8	27	112	
CLASS 6.															
Cases not included in the previous columns (State of Weather, Sea, &c.).															
Gales, Hurricanes, &c.	8	4	26	42	72	—	76	344	420	—	—	13	102	386	
Heavy Seas	1	—	1	7	8	—	3	24	27	—	—	1	4	36	
Calms and Currents	—	3	10	43	56	—	—	1	1	—	—	3	10	57	
Fogs, &c.	—	6	39	78	123	—	—	1	1	—	—	6	39	124	
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL	9	13	76	170	259	—	79	370	448	—	—	22	155	717	
GRAND TOTAL	12	43	265	476	734	2	300	706	1,107	5	—	62	514	1,498	

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 9. Causes—continued.

(c.) Total.—Sailing and Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipments or Stowage.														
Improper Stowage or Ballasting	1	1	—	—	1	—	—	—	—	—	2	—	—	2
Overloading	—	—	—	—	—	—	1	—	1	—	—	1	—	1
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	4	1	3	1	5	—	14	36	50	—	5	17	37	59
TOTAL	5	2	3	1	6	—	15	36	51	—	7	18	37	62
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c., of Masters, Officers, or Crew	1	40	63	128	221	—	1	3	4	—	41	54	131	236
Error, &c., of Pilots	—	1	20	36	57	—	—	—	—	—	1	20	36	57
TOTAL	1	41	73	164	278	—	1	3	4	—	42	74	167	293
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	1	4	3	8	1	183	206	490	—	2	187	209	498
CLASS 4.														
Other Causes.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas	—	—	—	—	—	—	1	1	3	—	—	1	1	2
Other Explosions	—	—	—	—	—	—	1	1	2	—	—	1	1	2
Spontaneous Combustion of Coal	—	—	—	—	—	3	11	33	45	—	3	6	33	42
“ “ “ Other Substances .. .	—	—	—	—	—	1	3	6	9	—	1	3	6	9
Fire, other than Spontaneous Combustion .. .	—	—	—	—	—	5	11	28	44	—	5	11	28	44
Inevitable Accident	1	6	23	153	189	1	15	57	63	—	7	47	169	243
Striking Rocks or Shoals not marked on Charts .. .	—	—	5	4	9	—	—	—	—	—	—	5	4	9
Want of Lights or Buoys on Coasts or Shoals .. .	—	1	—	5	6	—	—	—	—	—	1	—	5	6
Contact with Ice.. .. .	—	—	1	1	2	—	3	5	8	—	—	1	6	10
Striking on Floating or Sunken Wreck	—	—	8	7	15	—	8	36	38	—	—	16	37	63
Failure of, or Damage to, Steering Gear.. .. .	—	—	5	11	16	—	8	33	41	—	—	13	44	57
Want of Pilot	—	—	1	2	3	—	—	—	—	—	—	1	1	3
Bad management of, or want of power in, Steam Tugs, or defective Tow Ropes.	—	—	3	8	7	—	—	—	—	—	—	3	11	7
TOTAL	1	6	36	189	232	10	56	173	239	—	17	111	369	487
CLASS 5.														
Unknown Causes.														
Unknown Cases	4	7	23	80	114	—	10	34	34	23	24	33	104	171
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	20	37	68	164	219	—	306	735	943	—	57	277	639	1,173
Heavy Seas	2	3	5	13	23	—	22	59	81	—	5	27	71	103
Calm and Currents	—	7	15	70	92	—	—	1	1	—	7	15	71	93
Fogs, &c.	—	15	41	90	146	—	—	2	2	—	15	41	92	148
Lightning	—	—	—	—	—	—	—	2	2	—	—	—	2	2
TOTAL	22	62	139	276	468	—	328	799	1,029	—	84	360	1,075	1,519
GRAND TOTAL.. .. .	33	112	288	710	1,117	11	485	1,301	1,907	23	186	783	2,011	2,890

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 10. Localities.—Statement showing the Number of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	1	5	1	3	2	8	—	—	7	—	2	10	12	—	5	3	19	27
Flamborough Head to North Foreland ..	2	13	13	33	59	114	38	114	157	1	29	87	97	—	26	78	214	317
North Foreland to St. Catherine's Point ..	—	3	4	14	20	4	—	17	23	—	7	23	26	—	8	18	50	81
St. Catherine's Point to Start Point ..	—	—	5	14	19	1	—	8	9	—	3	13	15	—	1	8	24	43
Start Point to Land's End	—	2	1	3	6	—	4	16	20	1	4	13	18	—	3	9	32	44
Land's End to Hartland Point (including Scilly Isles).	—	4	1	5	10	—	3	3	3	—	4	24	28	—	4	5	33	41
Hartland Point to St. David's Head	3	9	14	27	50	5	9	84	78	—	10	42	52	—	18	33	133	183
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	6	5	20	31	1	—	11	12	—	8	34	42	—	8	13	65	86
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	8	17	35	80	3	9	90	42	—	5	68	73	—	14	31	153	198
Cape Wrath to Buchanness	—	1	—	10	11	—	—	3	3	—	1	2	3	—	—	1	15	17
Buchanness to Fern Islands	—	4	1	5	10	—	—	5	6	—	1	6	7	—	5	2	16	23
All other parts of the Coast	1	6	8	17	31	—	2	10	13	—	—	21	29	—	7	17	48	73
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6	—	6
Total on or near the Coasts of the United Kingdom	14	80	70	305	335	21	68	388	377	2	81	327	410	6	108	319	820	1,142
On or near the Coasts of British Possessions Abroad ..	—	4	2	9	15	—	1	5	6	—	2	11	13	—	4	5	25	34
On or near the Coasts of Foreign Countries	—	12	10	20	42	—	4	14	18	2	3	5	10	—	14	17	39	70
In Oceans and Seas	7	—	1	—	1	1	—	4	5	5	100	163	267	12	25	101	168	292
Total Abroad	7	16	13	29	58	1	5	38	29	7	105	178	290	12	43	198	230	396
GRAND TOTAL	21	96	83	334	393	22	73	426	406	9	186	505	700	18	146	342	1,050	1,538

(b.) Steam Vessels.

(c.) Total.

Fern Islands to Flamborough Head	1	5	1	3	2	8	—	—	7	—	2	10	12	—	5	3	19	27
Flamborough Head to North Foreland ..	2	13	13	33	59	114	38	114	157	1	29	87	97	—	26	78	214	317
North Foreland to St. Catherine's Point ..	—	3	4	14	20	4	—	17	23	—	7	23	26	—	8	18	50	81
St. Catherine's Point to Start Point ..	—	—	5	14	19	1	—	8	9	—	3	13	15	—	1	8	24	43
Start Point to Land's End	—	2	1	3	6	—	4	16	20	1	4	13	18	—	3	9	32	44
Land's End to Hartland Point (including Scilly Isles).	—	4	1	5	10	—	3	3	3	—	4	24	28	—	4	5	33	41
Hartland Point to St. David's Head	3	9	14	27	50	5	9	84	78	—	10	42	52	—	18	33	133	183
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	6	5	20	31	1	—	11	12	—	8	34	42	—	8	13	65	86
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	8	17	35	80	3	9	90	42	—	5	68	73	—	14	31	153	198
Cape Wrath to Buchanness	—	1	—	10	11	—	—	3	3	—	1	2	3	—	—	1	15	17
Buchanness to Fern Islands	—	4	1	5	10	—	—	5	6	—	1	6	7	—	5	2	16	23
All other parts of the Coast	1	6	8	17	31	—	2	10	13	—	—	21	29	—	7	17	48	73
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6	—	6
Total on or near the Coasts of the United Kingdom	14	80	70	305	335	21	68	388	377	2	81	327	410	6	108	319	820	1,142
On or near the Coasts of British Possessions Abroad ..	—	4	2	9	15	—	1	5	6	—	2	11	13	—	4	5	25	34
On or near the Coasts of Foreign Countries	—	12	10	20	42	—	4	14	18	2	3	5	10	—	14	17	39	70
In Oceans and Seas	7	—	1	—	1	1	—	4	5	5	100	163	267	12	25	101	168	292
Total Abroad	7	16	13	29	58	1	5	38	29	7	105	178	290	12	43	198	230	396
GRAND TOTAL	21	96	83	334	393	22	73	426	406	9	186	505	700	18	146	342	1,050	1,538

Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 11. Classification.*—Total Losses only :—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties, and whether the Vessels were **CLASSED*** or **UNCLASSED**.*

Nature of the Casualties.	Classed Vessels.*		Unclassed Vessels.*		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
(a.) Sailing Vessels.						
Foundering... ..	5	4,933	16	3,235	21	8,168
Strandings	17	17,866	59	5,679	76	23,545
Collisions... ..	4	480	18	2,655	22	3,135
Other Causes	7	11,490	2	104	9	11,594
Missing Vessels	13	18,824	5	399	18	19,223
TOTAL	46	53,593	100	12,072	146	65,665
(b.) Steam Vessels.						
Foundering... ..	6	4,485	6	1,333	12	5,818
Strandings	36	52,918	7	4,502	43	57,420
Collisions... ..	11	8,612	7	5,402	18	14,014
Other Causes	1	1,776	1	5	2	1,781
Missing Vessels	4	5,211	1	423	5	5,634
TOTAL	58	73,002	22	11,665	80	84,667
(c.) Total.						
Foundering... ..	11	9,418	22	4,568	33	13,986
Strandings	53	70,784	66	10,181	119	80,965
Collisions... ..	15	9,092	25	8,057	40	17,149
Other Causes	8	13,266	3	109	11	13,375
Missing Vessels	17	24,035	6	822	23	24,857
TOTAL	104	126,595	122	23,737	226	150,332

* By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels which were classed in some of the smaller registries.

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 12. Seamen and Passengers Lost.—Totals—Home and Foreign Trades:—Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Vessels in the Home Trade from those Lost in Vessels in the Foreign Trade.

(a.) Lives Lost in Vessels Totally Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(1.) HOME TRADE.															
Foundering	3	276	11	—	11	1	62	4	—	4	4	338	15	—	15
Strandings	5	737	17	—	17	4	938	25	—	25	9	1,668	43	—	43
Collisions	5	508	16	—	16	5	1,838	34	3	37	10	2,006	50	3	53
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels ..	5	335	20	—	20	1	423	14	—	14	6	778	34	—	34
TOTAL	18	1,926	64	—	64	11	2,949	77	3	80	20	4,875	141	3	114
(2.) FOREIGN TRADE.															
Foundering	1	1,366	11	—	11	3	1,179	43	7	49	4	2,745	53	7	60
Strandings	4	8,558	52	1	53	7	8,414	72	19	91	11	17,970	124	20	144
Collisions	1	1,196	11	—	11	4	4,467	37	1	38	5	5,663	48	1	49
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels ..	13	18,868	245	—	245	4	5,211	89	—	89	17	24,079	374	—	374
TOTAL	20	30,743	360	1	361	18	30,271	340	27	267	38	51,054	600	28	624
(3.) TOTAL.															
Foundering	4	1,442	22	—	22	4	1,241	46	7	53	8	3,083	68	7	75
Strandings	9	9,293	69	1	70	11	10,330	97	19	116	20	19,633	166	20	186
Collisions	6	1,764	27	—	27	9	5,965	71	4	75	15	7,759	96	4	102
Other Causes	1	567	1	—	1	—	—	—	—	—	1	567	1	—	1
Missing Vessels ..	18	19,223	305	—	305	5	5,634	103	—	103	23	24,857	408	—	408
TOTAL	38	32,709	424	1	425	29	23,220	317	30	347	67	56,920	741	31	772

(b.) Lives Lost in Vessels Partially Lost.

(1.) HOME TRADE.															
Strandings	2	254	3	—	3	—	—	—	—	—	2	254	3	—	3
Collisions	—	—	—	—	—	2	907	1	—	12	12	907	1	—	12
Other Causes	3	153	4	—	4	2	1,172	4	11	4	5	1,324	6	11	17
TOTAL	5	406	7	—	7	4	2,079	5	11	16	9	3,485	12	11	23
(2.) FOREIGN TRADE.															
Strandings	1	2,438	1	—	1	—	—	—	—	—	1	2,438	1	—	1
Collisions	1	99	1	—	1	3	4,419	2	1	3	3	4,518	3	1	4
Other Causes	35	57,243	39	—	39	29	56,480	84	—	34	64	113,723	73	—	73
TOTAL	37	59,780	41	—	41	31	60,899	86	1	37	68	120,679	77	1	78
(3.) TOTAL.															
Strandings	3	2,692	4	—	4	—	—	—	—	—	3	2,692	4	—	4
Collisions	1	99	1	—	1	4	5,330	2	1	15	5	5,429	3	1	4
Other Causes	36	57,997	43	—	43	31	57,662	86	—	38	67	115,047	81	—	81
TOTAL	12	60,788	48	—	48	35	63,678	41	12	53	75	123,168	88	12	101

(c.) Total.

(1.) HOME TRADE.															
Foundering	3	276	11	—	11	1	62	4	—	4	4	338	15	—	15
Strandings	7	861	20	—	20	4	938	25	—	25	11	1,917	45	—	45
Collisions	5	508	16	—	16	7	2,435	35	14	49	12	3,003	51	11	63
Other Causes	3	153	4	—	4	2	1,172	4	—	4	5	1,324	6	—	6
Missing Vessels ..	5	335	20	—	20	1	423	14	—	14	6	778	34	—	34
TOTAL	23	2,532	71	—	71	15	5,028	82	14	66	38	7,360	153	14	167
(2.) FOREIGN TRADE.															
Foundering	1	1,560	11	—	11	3	1,179	42	7	49	4	2,745	53	7	60
Strandings	5	10,994	53	1	54	7	8,414	72	19	91	12	20,406	125	20	145
Collisions	2	1,366	12	—	12	6	4,686	39	2	41	8	10,181	51	2	53
Other Causes	36	57,243	40	—	40	29	56,480	84	—	34	65	114,320	74	—	74
Missing Vessels ..	13	18,808	245	—	245	4	5,211	89	—	89	17	24,079	374	—	374
TOTAL	57	90,563	401	1	402	49	81,170	270	28	111	103	171,783	677	29	706
(3.) TOTAL.															
Foundering	4	1,842	22	—	22	4	1,241	46	7	53	8	3,083	68	7	75
Strandings	12	11,975	73	1	74	11	10,330	97	19	116	23	22,327	170	20	190
Collisions	7	1,663	28	—	28	13	11,321	74	16	90	20	13,184	102	16	118
Other Causes	39	57,992	44	—	44	31	57,662	86	—	38	70	115,844	82	—	82
Missing Vessels ..	18	19,223	305	—	305	5	5,634	103	—	103	23	24,857	408	—	408
TOTAL	80	92,895	472	1	473	64	80,198	358	42	400	144	179,093	880	43	873

* Includes 21 Larvae.

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 13. Seamen Lost.—CARGOES:—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when the Lives were Lost.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Found-derging.		Strandings.			Collisions.			Other Causes.			Missing.		Total.		
	Total Losses.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Vessels.		Total Losses.	Partial Losses.	Total.
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
Ballast	1	11	—	—	—	—	1	5	—	—	—	—	—	10	212	5
Timber	—	—	—	—	—	—	—	—	—	—	—	—	—	4	15	—
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	10	43	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	2	10	—
Metallic Ores, &c. ..	1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c. ..	—	—	—	—	—	—	3	10	1	1	4	11	—	5	30	3
Salt, Soda, Potash, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	7	1	7	—
Guano, &c. ..	—	—	—	—	—	—	1	1	—	—	1	1	17	2	18	—
Dung, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	—
Hay, Straw, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	1	24	1	—
Sugar, Molasses, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosive Oils, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	23	9	89	8	4	11	73	6	27	1	1	7	38	424	472

(b.) Lives Lost in Steam Vessels.

Ballast	2	13	2	45	—	2	40	1	16	—	—	—	2	16	—	—
Timber	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Metallic Ores, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. ..	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General	1	29	3	36	—	3	36	2	31	3	3	6	34	20	25	30
Explosive Oils, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ..	3	48	10	97	—	10	97	9	71	2	8	11	74	31	38	358

(c.) Total.

Ballast	3	24	2	45	—	2	45	2	31	—	—	—	7	32	5	313
Timber	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Metallic Ores, &c. ..	1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. ..	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton, Wool, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General	1	29	4	99	—	4	99	4	42	2	3	6	45	25	35	175
Explosive Oils, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ..	3	48	10	106	—	4	106	13	86	3	4	18	103	1	1	530

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 14. Seamen Lost.—Tonnages :—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Tonnages.	Found- derlings.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.		
	Total Loses.		Total Loses.	Partial Loses.	Total.	Total.	Total Loses.	Partial Loses.	Total.	Total Loses.	Partial Loses.	Total.		Total Loses.	Partial Loses.	Total.
	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.
	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.		Lives Lost.	Lives Lost.	Lives Lost.
Under 50 tons ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
50 & under 100 tons ..	4	6	2	9	11	3	10	2	4	2	1	4	5	—	—	—
100 " 200 "	1	5	2	7	12	3	9	2	12	—	—	12	—	—	—	—
200 " 300 "	—	—	1	1	—	1	1	—	—	—	—	—	—	—	—	—
300 " 400 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
400 " 500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
500 " 600 "	—	—	—	—	—	—	—	—	—	1	1	—	1	—	—	—
600 " 700 "	—	—	—	—	—	—	—	—	—	—	—	—	—	14	2	15
700 " 800 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
800 " 900 "	—	—	—	—	—	—	—	—	—	1	1	1	1	18	1	19
900 " 1,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	1	17	18
1,000 " 1,200 "	—	—	—	—	—	—	—	—	—	—	—	—	—	1	11	12
1,200 " 1,500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,500 " 2,000 "	1	11	2	12	—	—	13	—	—	—	—	—	—	16	18	34
2,000 " 2,500 "	—	—	1	33	1	1	34	—	—	—	—	—	—	8	9	17
2,500 " 3,000 "	—	—	1	6	—	—	6	—	—	—	—	—	—	1	31	32
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL..	4	23	9	99	3	4	12	73	6	27	1	1	7	28	1	472

(b.) Lives Lost in Steam Vessels.

Under 50 tons ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
50 & under 100 tons ..	1	8	—	—	—	1	8	—	—	—	—	—	—	—	—	—
100 " 200 "	—	—	1	9	—	1	9	—	—	—	—	—	—	2	11	13
200 " 300 "	1	12	—	—	—	—	—	—	—	—	—	—	—	1	18	19
300 " 400 "	—	—	2	3	—	2	3	—	—	—	—	—	—	4	31	35
400 " 500 "	1	1	—	—	—	—	—	—	—	—	—	—	—	1	14	15
500 " 600 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
600 " 700 "	—	—	—	—	—	—	—	—	—	—	—	—	—	1	20	21
700 " 800 "	—	—	1	21	—	1	21	—	—	—	—	—	—	1	18	19
800 " 900 "	—	—	1	3	—	1	3	—	—	—	—	—	—	1	21	22
900 " 1,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,000 " 1,200 "	—	—	2	24	—	2	24	—	—	—	—	—	—	2	47	49
1,200 " 1,500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	2	19	21
1,500 " 2,000 "	—	—	2	34	—	2	34	—	—	—	—	—	—	9	48	57
2,000 " 2,500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6	12
2,500 " 3,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	8	5	13
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL..	4	46	10	97	—	10	97	9	71	2	3	11	74	—	31	317

(c.) Total.

Under 50 tons ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
50 & under 100 tons ..	5	10	2	17	1	1	4	18	4	6	1	1	5	6	—	—
100 " 200 "	1	5	3	18	1	2	4	18	2	14	—	—	3	14	—	—
200 " 300 "	1	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—
300 " 400 "	—	—	2	3	—	2	3	—	—	—	—	—	—	1	10	11
400 " 500 "	1	1	—	—	—	—	—	—	—	—	—	—	—	1	14	15
500 " 600 "	—	—	—	—	—	—	—	—	—	—	—	—	—	1	14	15
600 " 700 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
700 " 800 "	—	—	1	21	—	1	21	—	—	—	—	—	—	1	18	19
800 " 900 "	—	—	1	3	—	1	3	—	—	—	—	—	—	1	17	18
900 " 1,000 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,000 " 1,200 "	—	—	2	24	—	2	24	—	—	—	—	—	—	2	47	49
1,200 " 1,500 "	—	—	—	—	—	—	—	—	—	—	—	—	—	2	19	21
1,500 " 2,000 "	1	11	4	37	—	—	4	37	—	—	—	—	—	10	30	40
2,000 " 2,500 "	—	—	1	33	1	1	34	—	—	—	—	—	—	8	11	19
2,500 " 3,000 "	—	—	1	6	—	—	6	—	—	—	—	—	—	1	31	32
3,000 tons and above	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL..	8	68	19	166	3	4	22	170	15	98	3	4	18	102	32	689

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom

TABLE 15. Seamen Lost.—Ages of the Vessels:—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties, and the AGES OF THE VESSELS.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Ages.	Four- damaged	Strandings				Collisions			Other Causes			Missing		TOTAL			
		Total Losses	Total Losses	Partial Losses	Total	Total Losses	Partial Losses	Total	Total Losses	Partial Losses	Total	Vessels	Total Losses	Partial Losses	Total		
Vessels in which Lives were Lost	Lives Lost	Vessels in which Lives were Lost	Lives Lost	Vessels in which Lives were Lost	Lives Lost	Vessels in which Lives were Lost	Lives Lost	Vessels in which Lives were Lost	Lives Lost	Vessels in which Lives were Lost	Lives Lost	Vessels in which Lives were Lost	Lives Lost	Vessels in which Lives were Lost	Lives Lost		
Under 3 years	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3 & not exceeding 7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
101 years & upwards	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL	-	4	27	9	60	3	4	12	73	6	27	1	1	7	38	43	

(b.) Lives Lost in Steam Vessels.

Under 3 years	—	1	12	1	7	—	—	1	7	—	—	—	—	—	—	—	—	—
3 & not exceeding 7	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	4	46	10	97	—	—	10	97	9	71	2	3	11	74	—	—	74

(c.) Total.

Under 3 years	—	1	12	1	7	—	—	1	7	—	—	—	—	—	—	—	—	—
3 & not exceeding 7	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	8	68	10	166	3	4	20	170	15	98	3	4	18	102	1	1	103

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 16. Seamen Lost.—Localities:—Statement showing the Number of Seamen Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Form-derina.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.		
	Total Losses.		Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.
Fern Islands to Flamborough Head.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland.	1	5	4	13	—	4	13	1	5	—	—	1	2	1	3	7
North Foreland to St. Catherine's Point.	1	3	—	—	—	—	—	1	2	1	1	—	—	1	3	4
St. Catherine's Point to Start Point.	—	—	—	—	1	2	1	2	1	7	—	—	—	1	7	9
Start Point to Land's End.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly).	—	—	1	6	—	1	6	—	—	—	—	—	—	1	6	6
Hartland Point to St. David's Head.	—	—	1	4	1	1	2	5	2	3	—	—	—	3	7	8
St. David's Head and Carnarvon Point to Lambay Island and Skerries (Anglesea).	—	—	1	33	—	1	33	1	11	—	—	—	—	2	44	44
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	1	3	—	—	1	1	1	1	1	1	—	—	—	2	4	5
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea.. ..	—	—	—	—	—	—	—	—	—	—	—	—	6	30	6	30
TOTAL on or near the COASTS of the UNITED KINGDOM ..	3	11	7	56	3	4	10	60	6	37	1	1	7	28	6	137
On or near the Coasts of British Possessions Abroad.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
On or near the Coasts of Foreign Countries.	—	—	2	13	—	2	13	—	—	—	—	—	—	2	13	13
In Oceans and Seas.	1	11	—	—	—	—	—	—	—	1	1	36	40	37	41	327
TOTAL ABROAD..	1	11	2	13	—	2	13	—	—	1	1	36	40	37	41	340
GRAND TOTAL ..	4	22	9	69	3	4	11	73	6	37	1	1	7	28	12	477

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 16. Seamen Lost.—Localities—continued.

(b.) Lives Lost in Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Found- derings	Strandings			Collisions.			Other Causes.			Missing Vessels	Total		
		Total Losses.	Partial Losses.	Total	Total Losses.	Partial Losses.	Total	Total Losses.	Partial Losses.	Total		Total Losses.	Partial Losses.	Total
		Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.
Fern Islands to Flamborough Head.	—	—	1	9	—	—	1	9	—	—	—	1	9	—
Flamborough Head to North Fore- land.	—	—	—	—	—	—	3	18	1	1	4	18	1	1
North Foreland to St. Catherine's Point.	—	—	—	—	—	—	1	1	—	—	1	1	—	1
St. Catherine's Point to Start Point.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly).	—	—	—	—	—	—	1	18	—	—	1	18	1	3
Hartland Point to St. David's Head.	1	4	1	7	—	—	1	7	—	—	—	2	11	1
St. David's Head and Oarnsore Point to Lambay Island and Skerries (Angle- sea).	—	—	—	—	—	—	1	18	—	—	1	18	—	1
Skerries (Angle- sea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	—	—	1	3	—	—	1	3	—	2
Cape Wrath to Buchanness.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast.	1	12	—	—	—	—	—	—	—	—	—	1	12	—
At Sea... ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ON OR NEAR the COASTS of the UNITED KINGDOM .. .	2	16	2	16	—	—	2	18	7	57	1	1	3	68
On or near the Coasts of British Possessions Abroad.	1	1	2	9	—	—	2	9	—	—	—	3	10	1
On or near the Coasts of Foreign Countries.	—	—	6	72	—	—	6	73	1	12	—	7	84	2
In Oceans and Seas	1	20	—	—	—	—	1	2	1	2	2	4	36	30
TOTAL ABROAD..	2	30	8	81	—	—	8	81	2	14	1	2	3	16
GRAND TOTAL ..	4	46	10	97	—	—	10	97	9	71	2	3	11	74

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 16. Seamen Lost.—Localities—continued.

(c.) Total—Lives Lost in Sailing and Steam Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foundings.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total													
	Total Losses.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.		Partial Losses.	Total.												
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.												
Fern Islands to Flamborough Head.	—	—	1	9	—	—	8	9	—	—	—	—	—	—	1	9	—	—	1	9							
Flamborough Head to North Foreland	1	5	4	13	—	—	4	13	4	23	1	1	5	24	—	9	41	8	8	11	44						
North Foreland to St. Catherine's Point.	1	3	—	—	—	—	—	—	1	1	1	1	2	2	—	2	4	1	1	3	5						
St. Catherine's Point to Start Point.	—	—	—	—	1	3	1	2	1	—	—	—	1	7	—	1	7	1	2	2	9						
Start Point to Land's End.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Land's End to Hartland Point (including Scilly).	—	—	1	6	—	—	1	6	1	13	—	—	1	13	—	2	24	1	3	3	27						
Hartland Point to St. David's Head.	1	4	2	11	1	1	3	11	2	3	—	—	2	3	—	5	16	3	3	3	21						
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	1	33	—	—	1	33	2	29	—	—	2	29	—	3	63	—	—	3	62						
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	1	3	—	—	1	1	1	1	1	3	—	—	2	3	—	3	6	1	1	4	7						
Cape Wrath to Buchanan's.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Buchanan's to Fern Islands.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
All other parts of the Coast.	1	12	—	—	—	—	—	—	—	—	—	—	—	—	—	1	12	—	—	1	12						
At Sea.. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	30	6	30	—	—	30						
TOTAL ON OR NEAR the COASTS of the UNITED KINGDOM. ..	5	27	9	73	3	4	11	78	13	94	2	2	15	89	—	4	7	11	7	6	30	38	213	6	13	42	226
On or near the Coasts of British Possessions Abroad.	1	1	2	9	—	—	2	9	—	—	—	—	—	—	—	3	10	1	1	1	11						
On or near the Coasts of Foreign Countries.	—	—	8	85	—	—	8	85	1	12	—	—	1	12	—	9	97	2	3	11	100						
In Oceans and Seas	2	40	—	—	—	—	—	—	1	2	1	2	2	4	1	63	76	63	71	17	378	21	421	63	73	54	493
TOTAL ABROAD	2	41	10	94	—	—	10	94	2	14	1	2	3	16	1	65	74	66	75	17	378	33	536	66	76	56	604
GRAND TOTAL...	8	68	19	166	3	4	23	170	15	98	3	3	18	105	1	74	81	70	82	23	408	66	741	75	89	111	830

Lives Lost by Sea Casualties to Merchant Vessels registered in the United Kingdom.

TABLE 17. Seamen and Passengers Lost. Classification* :—Statement showing the Number of Lives Lost in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the Lives Lost in Classed* Vessels from those Lost in Unclassed* Vessels.

(a.) Lives Lost in Vessels Totally Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Classed.*				Unclassed.*				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
(1.) LIVES LOST IN SAILING VESSELS.												
Foundering ..	—	—	—	—	4	22	—	22	4	22	—	22
Strandings ..	4	52	1	53	5	17	—	17	9	69	1	70
Collisions ..	1	7	—	7	5	30	—	30	6	27	—	27
Other Causes ..	1	1	—	1	—	—	—	—	1	1	—	1
Missing Vessels ..	13	282	—	282	5	23	—	23	11	305	—	305
TOTAL ..	11	342	1	343	19	82	—	82	11	424	1	425
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering ..	—	—	—	—	4	46	7	53	4	46	7	53
Strandings ..	8	66	2	68	8	31	17	48	11	97	19	116
Collisions ..	5	40	—	41	4	31	8	34	9	71	4	75
Other Causes ..	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels ..	4	80	—	80	1	14	—	14	5	108	—	108
TOTAL ..	17	195	3	198	12	122	27	149	29	317	30	347
(3.) TOTAL.												
Foundering ..	—	—	—	—	8	68	7	75	8	66	7	73
Strandings ..	12	118	3	121	8	42	17	59	20	166	20	186
Collisions ..	6	47	1	48	9	51	8	54	15	98	4	102
Other Causes ..	1	1	—	1	—	—	—	—	1	1	—	1
Missing Vessels ..	17	371	—	371	6	37	—	37	23	408	—	408
TOTAL ..	36	537	4	541	31	304	27	331	67	741	31	772

(b.) Lives Lost in Vessels Partially Lost.

(1.) LIVES LOST IN SAILING VESSELS.												
Strandings ..	1	1	—	1	2	3	—	3	3	4	—	4
Collisions ..	1	1	—	1	—	—	—	—	1	1	—	1
Other Causes ..	53	37	—	37	5	4	—	6	38	43	—	43
TOTAL ..	55	39	—	39	7	7	—	9	42	48	—	48
(2.) LIVES LOST IN STEAM VESSELS.												
Strandings ..	—	—	—	—	—	—	—	—	—	—	—	—
Collisions ..	—	—	—	—	4	3	12	15	4	3	12	15
Other Causes ..	21	36	—	36	10	11	—	12	31	38	—	38
TOTAL ..	21	36	—	36	14	15	12	27	35	41	12	63
(3.) TOTAL.												
Strandings ..	1	1	—	1	2	3	—	3	3	4	—	4
Collisions ..	1	1	—	1	4	3	—	15	5	4	—	16
Other Causes ..	54	38	—	43	15	15	—	18	69	81	—	81
TOTAL ..	56	40	—	40	21	21	12	36	77	89	12	101

(c.) Total.

(1.) LIVES LOST IN SAILING VESSELS.												
Foundering ..	—	—	—	—	4	22	—	22	4	22	—	22
Strandings ..	5	53	1	54	7	30	—	30	12	73	1	74
Collisions ..	2	8	—	8	5	30	—	30	7	28	—	28
Other Causes ..	54	38	—	38	5	5	—	6	39	44	—	44
Missing Vessels ..	13	282	—	282	5	23	—	23	11	305	—	305
TOTAL ..	11	381	1	382	26	91	—	91	30	472	1	473
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering ..	—	—	—	—	4	46	7	53	4	46	7	53
Strandings ..	8	66	2	68	8	31	17	48	11	97	19	116
Collisions ..	5	40	—	41	4	34	15	49	13	74	16	80
Other Causes ..	21	36	—	36	10	12	—	12	31	38	—	38
Missing Vessels ..	4	80	—	80	1	14	—	14	5	108	—	108
TOTAL ..	38	221	3	224	26	137	39	176	64	358	43	400
(3.) TOTAL.												
Foundering ..	—	—	—	—	8	68	7	75	8	66	7	73
Strandings ..	13	119	3	122	10	51	17	68	23	170	20	190
Collisions ..	7	48	1	49	13	54	15	69	20	102	16	118
Other Causes ..	55	39	—	39	15	15	—	18	70	82	—	82
Missing Vessels ..	17	371	—	371	6	37	—	37	23	408	—	408
TOTAL ..	92	603	4	606	53	236	39	267	144	830	43	873

* By "classed" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassed" division probably includes a number of vessels classed in some of the smaller registries.

Deaths at Sea from all Causes in Merchant Vessels registered in the United Kingdom.

TABLE 18. Deaths at Sea from all Causes. Grand Totals :—Statement showing the Total Number of Deaths at Sea in Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from :—
 (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad, during the Year 1900-1901 ;
 (2.) Accidents other than Wreck reported during 1900-1901 ;
 (3.) Disease, Murder, Suicide, &c., reported during 1900-1901 ;
 distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passen- gers.	Crew.		Passen- gers.	Crew.		Passen- gers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	

(a.) Deaths in the Home Trade.

Wrecks of, and Casualties to, the Vessels.	71	—	—	82	—	14	153	—	14
Accidents other than Wreck or Casualty.	22	—	1	17	—	3	39	—	4
Disease, Murder, Homicide, Suicide, and Unknown Causes.	5	—	—	13	—	11	18	—	11
TOTAL	98	—	1	112	—	28	210	—	29

(b.) Deaths in the Foreign Trade.

Wrecks of, and Casualties to, the Vessels.	401	—	1	255	21	28	656	21	29
Accidents other than Wreck or Casualty.	112	—	2	123	35	17	235	35	19
Disease, Murder, Homicide, Suicide, and Unknown Causes.	107	—	298	311	181	872	418	181	1,170
TOTAL	620	—	301	689	237	917	1,309	237	1,218

(c.) Total.

Wrecks of, and Casualties to, the Vessels (<i>see</i> Tables 12-17).	472	—	1	337	21	42	809	21	43
Accidents other than Wreck or Casualty.	111	—	3	140	35	20	274	35	23
Disease, Murder, Homicide, Suicide, and Unknown Causes.	112	—	298	324	181	883	436	181	1,181
TOTAL	718	—	302	801	237	945	1,519	237	1,247

PART II.

Tables relating to SEA CASUALTIES to, and LIVES LOST AT SEA from, MERCHANT VESSELS REGISTERED IN BRITISH POSSESSIONS ABROAD under the Merchant Shipping Acts, exclusive of Yachts and Fishing Vessels; with SUMMARIES of Parts I. and II.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 19. Totals :—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	21	3,707	—	—	—	—	21	3,707
Strandings	74	8,872	35	5,578	49	10,663	158	25,113
Collisions	5	1,051	20	6,119	13	4,452	38	11,622
Other Causes	2	1,864	60	30,335	99	33,698	161	65,897
Missing Vessels	6	1,442	—	—	—	—	6	1,442
TOTAL	108	16,936	115	42,032	161	48,813	384	107,781
(b.) Steam Vessels.								
Foundering	2	114	—	—	—	—	2	114
Strandings	16	5,885	12	4,558	36	19,077	54	29,520
Collisions	—	—	4	2,570	23	13,416	27	15,986
Other Causes	1	51	8	5,513	24	20,938	33	26,502
Missing Vessels	3	2,807	—	—	—	—	3	2,807
TOTAL	22	8,857	24	12,641	83	53,431	129	74,929
(c.) Total.								
Foundering	23	3,821	—	—	—	—	23	3,821
Strandings	90	14,757	47	10,136	85	29,740	222	54,633
Collisions	5	1,051	24	8,689	36	17,868	65	27,608
Other Causes	3	1,915	68	35,848	123	54,636	194	92,399
Missing Vessels	9	4,249	—	—	—	—	9	4,249
TOTAL	130	25,793	139	54,673	244	102,244	513	182,710

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 20. CARGOES:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the Description of CARGOES carried by the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Cargoes.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Ballast	6	15	4	13	32	—	2	1	3	—	—	—	—	—	23	13	20	56
Timber	1	13	11	12	44	—	—	—	—	—	—	—	—	—	19	34	53	106
Grain	1	3	2	1	6	—	—	—	—	—	—	—	—	—	4	6	2	12
Coal	2	7	—	—	9	1	—	—	1	—	—	—	—	—	11	14	14	39
Metallic Ores, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, &c. ..	1	3	1	2	6	—	1	1	2	—	4	—	—	—	4	6	4	14
Clay, Cement, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. ..	1	—	—	—	1	1	—	—	2	—	2	—	—	—	3	2	3	8
Guano, &c.	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	1	1	2
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. ..	—	2	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	10
Tea, Coffee, Spices, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. ..	1	2	1	1	4	—	—	—	—	—	2	—	—	—	4	3	7	14
Cotton, Wool, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. ..	1	3	2	1	7	1	1	1	3	—	8	15	—	—	7	11	15	33
General	1	3	2	1	7	—	—	—	—	—	—	—	—	—	10	7	2	19
Explosive Oils, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various	1	3	2	1	7	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	21	74	35	49	159	5	20	13	38	2	66	99	161	8	106	115	161	384

(b.) Steam Vessels.

Ballast	2	5	1	6	13	—	—	11	11	—	—	2	3	—	7	3	19	29
Timber	—	1	—	—	1	—	—	—	—	—	—	—	—	—	1	1	—	2
Grain	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coal	—	3	—	3	6	—	—	1	1	—	1	1	2	—	5	2	3	13
Metallic Ores, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. ..	—	—	1	1	2	—	—	—	—	—	—	—	—	—	—	1	1	2
Stone, Slate, Lime, Bricks, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Clay, Cement, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. ..	—	1	—	—	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. ..	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	1	2
Tea, Coffee, Spices, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. ..	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	1	1
Cotton, Wool, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. ..	—	2	—	—	2	—	—	—	—	—	—	1	1	—	2	—	1	3
General	—	3	9	14	26	—	3	2	5	—	4	11	15	—	4	16	26	45
Explosive Oils, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various	—	1	—	1	2	—	—	—	—	—	—	—	—	—	1	—	1	2
Unknown	—	—	1	9	10	—	—	8	8	1	1	8	10	—	1	2	25	26
TOTAL	2	16	12	36	64	—	4	33	37	1	8	24	33	3	22	24	83	129

(c.) Total.

Ballast	8	20	5	19	44	—	2	12	14	2	8	8	18	—	30	15	39	64
Timber	1	14	12	13	40	—	—	—	—	—	—	—	—	—	20	35	53	106
Grain	—	3	—	—	3	—	—	—	—	—	—	—	—	—	4	6	2	12
Coal	2	10	3	9	22	1	—	2	7	—	2	2	17	—	16	16	19	51
Metallic Ores, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c. ..	—	—	1	1	2	—	—	—	—	—	—	—	—	—	—	1	1	2
Stone, Slate, Lime, Bricks, &c. ..	1	3	1	1	6	—	1	1	2	—	4	—	6	—	4	6	4	14
Clay, Cement, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash, &c. ..	1	1	—	—	1	1	—	—	2	—	2	—	2	—	3	2	3	8
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. ..	—	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c. ..	—	2	—	—	2	—	—	—	—	—	—	1	1	—	—	—	1	10
Tea, Coffee, Spices, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c. ..	1	2	1	1	5	—	—	—	—	—	2	—	4	—	4	3	7	14
Cotton, Wool, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wine, Spirits, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. ..	1	7	2	1	11	1	1	1	3	—	8	16	24	—	9	11	16	36
General	2	11	13	15	31	—	3	2	5	—	4	11	19	—	4	16	26	45
Explosive Oils, &c. ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Various	1	3	2	1	7	—	—	—	—	—	—	—	—	—	1	—	1	2
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	23	90	47	85	323	5	24	39	65	3	68	123	164	9	130	139	244	613

Note.—For the tonnage and cargoes of Merchant Vessels registered in British Possessions Abroad which were totally lost at sea, see Table 21.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 21. CARGOES AND TONNAGE. Total Losses only:—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when Lost.

(a.) Sailing Vessels.

Cargoes.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Ballast	6	388	15	3,322	—	—	2	1,884	—	—	23	5,574
Timber	4	409	13	1,511	—	—	—	—	2	1,082	19	3,012
Grain	1	77	3	214	—	—	—	—	—	—	4	291
Coal	2	425	7	1,152	1	778	—	—	1	60	11	2,415
Metallic Ores, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c.	—	—	1	98	—	—	—	—	—	—	1	98
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	1	66	3	431	—	—	—	—	—	—	4	496
Salt, Soda, Potash, &c.	1	385	—	—	1	98	—	—	1	98	3	580
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	1	33	—	—	—	—	—	—	1	32
Sugar, Molasses, &c.	—	—	2	359	—	—	—	—	—	—	2	359
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	1	91	2	41	—	—	—	—	1	142	4	274
Cotton, Wool, &c.	—	—	1	20	—	—	—	—	—	—	1	20
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	97	5	486	1	97	—	—	—	—	7	682
General	2	310	8	610	—	—	—	—	—	—	10	920
Explosive Oils, &c.	1	1,449	—	—	—	—	—	—	—	—	1	1,449
Various	1	11	5	205	—	—	—	—	—	—	6	216
Unknown	—	—	8	889	2	80	—	—	1	40	11	518
TOTAL	21	3,707	74	8,873	5	1,051	2	1,884	6	1,442	108	14,936

(b.) Steam Vessels.

Ballast	2	114	6	371	—	—	—	—	—	—	7	385
Timber	—	—	1	1,271	—	—	—	—	—	—	1	1,271
Grain	—	—	3	794	—	—	—	—	2	2,787	5	3,581
Machinery, Wrought Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	—	—	1	1,888	—	—	—	—	—	—	1	1,888
Salt, Soda, Potash, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	—	—	2	586	—	—	—	—	—	—	2	586
Cotton, Wool, &c.	—	—	3	686	—	—	—	—	1	40	4	686
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	—	—	1	809	—	—	—	—	—	—	1	809
General	—	—	—	—	—	—	—	—	—	—	—	—
Explosive Oils, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Various	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	1	51	—	—	1	51
TOTAL	2	114	16	5,685	—	—	1	51	3	2,907	23	8,667

(c.) Total.

Ballast	8	502	20	3,593	—	—	2	1,884	—	—	30	5,989
Timber	4	409	14	2,782	—	—	—	—	2	1,082	20	4,388
Grain	1	77	3	214	—	—	—	—	—	—	4	291
Coal	2	425	10	1,946	1	778	—	—	3	3,827	16	5,978
Metallic Ores, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Machinery, Wrought Iron, &c.	—	—	1	98	—	—	—	—	—	—	1	98
Stone, Slate, Lime, Bricks, Clay, Cement, &c.	1	66	3	431	—	—	—	—	—	—	4	496
Salt, Soda, Potash, &c.	1	385	1	1,888	1	98	—	—	1	98	4	3,488
Guano, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c.	—	—	1	33	—	—	—	—	—	—	1	32
Sugar, Molasses, &c.	—	—	2	359	—	—	—	—	—	—	2	359
Tea, Coffee, Spices, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Potatoes, Fruit, &c.	1	91	2	41	—	—	—	—	1	142	4	274
Cotton, Wool, &c.	—	—	1	20	—	—	—	—	—	—	1	20
Wine, Spirits, &c.	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c.	1	97	7	1,074	1	97	—	—	—	—	9	1,268
General	2	310	11	1,376	—	—	—	—	1	40	14	1,536
Explosive Oils, &c.	1	1,449	—	—	—	—	—	—	—	—	1	1,449
Various	1	11	6	714	—	—	—	—	—	—	7	725
Unknown	—	—	8	889	2	80	1	51	1	49	12	569
TOTAL	23	3,821	80	14,787	5	1,061	3	1,915	9	4,249	120	26,793

Note.—For the cargoes of Merchant Vessels registered in British Possessions Abroad which met with Sea Casualties, see Table 20.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 22. Tonnages :—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Tonnages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 50 tons	5	27	3	15	45	9	1	8	6	—	5	6	13	1	35	9	26	70
50 and under 100 tons ..	9	29	17	10	56	2	5	3	10	—	7	26	33	3	48	29	39	111
100 " 200 " ..	3	7	9	12	28	—	6	1	7	1	18	29	46	1	13	31	43	86
200 " 300 " ..	1	7	—	5	12	—	3	2	5	—	7	6	13	—	8	10	18	31
300 " 400 " ..	2	2	3	1	6	—	1	—	1	—	3	9	12	—	4	6	10	29
400 " 500 " ..	—	—	—	—	—	—	—	—	—	—	4	3	7	—	—	6	3	6
500 " 600 " ..	—	—	1	1	2	—	1	1	2	—	4	3	6	—	—	6	4	10
600 " 700 " ..	—	—	1	—	1	—	—	1	1	—	1	1	2	—	—	2	2	4
700 " 800 " ..	—	—	—	1	1	1	1	—	2	—	1	4	5	—	1	2	5	6
800 " 1,000 " ..	—	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	2	2
1,000 " 1,200 " ..	—	1	—	—	1	—	1	—	1	—	3	1	4	1	2	4	1	7
1,200 " 1,500 " ..	1	—	—	3	3	—	1	1	2	—	1	5	6	—	1	2	8	12
1,500 " 2,000 " ..	—	1	—	—	1	—	—	—	—	1	6	6	12	—	2	6	6	18
2,000 " 2,500 " ..	—	—	—	—	—	—	—	—	—	2	—	—	2	—	—	2	—	2
2,500 " 3,000 " ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	31	74	55	49	158	5	26	13	38	2	60	99	161	6	106	115	181	384

(b.) Steam Vessels.

Under 50 tons	1	4	1	4	9	—	—	6	6	—	2	1	3	1	6	3	11	29
50 and under 100 tons ..	1	3	1	5	9	—	1	4	5	1	—	1	2	—	6	2	10	17
100 " 200 " ..	—	1	3	7	11	—	—	1	1	—	—	1	1	—	1	3	9	12
200 " 300 " ..	—	—	1	3	4	—	—	—	—	—	3	1	3	—	—	3	4	7
300 " 400 " ..	—	2	1	4	7	—	2	1	3	—	—	1	1	—	2	3	6	11
400 " 500 " ..	—	1	1	—	2	—	—	—	—	—	1	—	1	—	1	2	—	3
500 " 600 " ..	—	2	1	2	5	—	—	2	2	—	—	6	6	—	2	1	11	13
600 " 700 " ..	—	—	1	1	2	—	—	1	1	—	—	1	1	—	—	1	3	4
700 " 800 " ..	—	—	1	—	1	—	—	—	—	—	—	1	1	—	—	1	1	11
800 " 1,000 " ..	—	—	1	2	3	—	—	1	1	—	—	3	3	—	—	1	6	7
1,000 " 1,200 " ..	—	—	—	2	2	—	—	3	3	—	1	1	2	—	—	1	6	7
1,200 " 1,500 " ..	—	1	—	3	4	—	—	1	1	—	—	2	2	1	—	6	8	8
1,500 " 2,000 " ..	—	1	—	3	3	—	1	3	4	—	2	4	6	1	3	3	9	14
2,000 " 2,500 " ..	—	1	—	1	2	—	—	—	—	—	—	1	1	—	1	2	3	3
2,500 " 3,000 " ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	16	11	36	64	—	4	23	37	1	8	24	33	3	23	24	38	139

(c.) Total.

Under 50 tons	6	31	4	19	54	9	1	9	11	—	7	9	16	2	41	12	37	99
50 and under 100 tons ..	10	32	18	15	65	2	6	7	16	1	7	27	35	3	48	31	116	126
100 " 200 " ..	3	8	12	19	39	—	6	2	8	1	16	30	47	1	13	34	96	96
200 " 300 " ..	1	7	1	8	16	—	3	3	5	—	9	7	16	—	8	13	17	36
300 " 400 " ..	2	4	3	5	12	—	3	1	4	—	3	10	13	—	11	9	16	31
400 " 500 " ..	—	1	3	—	4	—	—	—	—	—	6	3	8	—	11	6	11	12
500 " 600 " ..	—	2	2	3	7	—	1	3	4	—	4	8	11	—	2	7	14	23
600 " 700 " ..	—	—	2	1	3	—	—	2	2	—	1	3	3	—	3	5	8	8
700 " 800 " ..	—	—	1	1	2	1	1	—	2	—	1	5	6	—	1	3	6	10
800 " 1,000 " ..	—	—	1	3	4	—	—	2	2	—	—	11	3	—	—	1	8	9
1,000 " 1,200 " ..	—	1	—	2	3	—	1	3	4	—	4	2	6	1	2	6	7	14
1,200 " 1,500 " ..	1	1	—	3	7	—	1	3	3	—	1	7	8	1	3	2	15	20
1,500 " 2,000 " ..	—	2	—	2	4	—	1	3	4	1	6	9	13	1	4	9	14	27
2,000 " 2,500 " ..	—	1	—	1	2	—	—	—	—	—	2	1	3	—	1	2	2	5
2,500 " 3,000 " ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	11	90	77	85	223	5	24	11	65	3	68	111	194	9	120	139	244	513

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 23. Ages:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the AGES of the Vessels when the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Ages.	Foundering.	Strandings.				Collisions.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Under 3 years	2	4	6	6	15	1	—	—	1	—	6	9	15	—	7	12	14	33
3 and not exceeding 7 years	7	9	2	2	13	2	3	—	5	—	6	15	21	—	19	11	17	46
8 " " 10 "	1	9	2	6	18	—	4	4	8	—	12	26	2	—	12	19	26	57
11 " " 14 "	4	6	2	8	16	—	—	—	—	—	6	26	—	—	10	10	26	43
15 " " 20 "	2	19	9	14	42	—	2	2	4	2	12	18	26	1	24	28	26	76
21 " " 30 "	3	11	7	9	33	2	5	4	11	—	10	26	3	—	25	22	22	79
31 " " 40 "	—	6	6	4	15	—	5	1	6	—	2	26	12	—	6	13	15	33
41 " " 50 "	—	8	—	1	4	—	1	2	3	—	2	3	4	—	3	3	5	11
51 " " 60 "	1	—	—	—	—	—	—	—	—	—	1	1	2	—	1	1	1	3
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1	—	1
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	1	1	—	2	—	—	—	—	—	—	—	—	—	2	1	—	3
TOTAL	21	74	35	49	158	5	20	12	36	2	60	69	121	6	108	115	161	384

(b.) Steam Vessels.

Under 3 years	—	2	1	3	6	—	1	1	2	—	—	1	1	1	3	2	5	10
3 and not exceeding 7 years	—	11	2	3	7	—	—	6	6	—	2	4	7	—	2	6	12	20
8 " " 10 "	—	—	2	6	8	—	—	2	2	1	2	3	7	—	1	5	11	17
11 " " 14 "	1	—	—	3	4	—	1	1	2	—	—	3	3	1	2	1	6	11
15 " " 20 "	1	7	3	11	21	—	1	6	10	—	2	8	10	—	8	6	14	43
21 " " 30 "	—	4	3	5	12	—	1	3	4	—	—	2	2	1	5	4	10	19
31 " " 40 "	—	1	1	4	6	—	—	1	1	—	—	3	3	—	1	1	6	10
41 " " 50 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 " " 60 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	16	12	36	64	—	4	26	27	1	6	24	33	3	22	24	33	129

(c.) Total.

Under 3 years	2	6	7	8	21	1	1	1	3	—	6	10	16	1	10	14	19	43
3 and not exceeding 7 years	7	11	4	6	20	2	3	6	11	—	9	19	28	—	20	16	30	66
8 " " 10 "	1	9	5	12	26	—	4	6	10	1	15	19	36	2	13	24	37	74
11 " " 14 "	5	6	2	12	30	—	1	1	2	—	8	18	36	1	12	11	31	54
15 " " 20 "	3	26	12	25	63	—	3	11	14	2	14	20	36	1	32	29	56	117
21 " " 30 "	3	21	10	14	45	2	6	7	15	—	10	21	31	4	30	26	42	98
31 " " 40 "	—	7	6	9	21	—	5	2	7	—	2	26	15	—	7	13	23	43
41 " " 50 "	—	8	—	1	4	—	1	2	3	—	2	3	4	—	3	3	5	11
51 " " 60 "	1	—	—	—	—	—	—	—	—	—	1	1	2	—	1	1	1	3
61 " " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 "	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	1	—	1
81 " " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	1	1	—	2	—	—	—	—	—	—	—	—	—	2	1	—	3
TOTAL	23	90	47	85	232	5	24	36	65	3	66	123	164	9	130	139	214	513

Note.—For the tonnage and ages of Merchant Vessels registered in British Possessions Abroad which were totally lost at sea, see Table 24.

TABLE 24. Ages and Tonnage.—Total Losses only :—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and the AGES of the Vessels.

Ages.	Foundering.		Stranding.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Under 3 years	2	18	4	418	1	97	—	—	—	—	7	535
3 and not exceeding 7 years	7	960	9	425	2	127	—	—	—	—	12	1,509
8 " " 10 " " "	1	96	9	2,527	—	—	—	—	2	241	12	2,966
11 " " 14 " " "	4	581	6	427	—	—	—	—	—	—	10	1,009
15 " " 20 " " "	2	1,406	19	2,888	—	—	2	1,864	1	68	24	6,266
21 " " 30 " " "	3	428	17	1,536	2	827	—	—	8	1,228	25	4,024
31 " " 40 " " "	—	—	6	465	—	—	—	—	—	—	6	465
41 " " 50 " " "	—	—	3	117	—	—	—	—	—	—	3	127
51 " " 60 " " "	1	97	—	—	—	—	—	—	—	—	1	97
61 " " 70 " " "	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 " " "	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 " " "	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 " " "	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards.. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	3	1	9	—	—	—	—	—	—	2	12
TOTAL	31	3,707	74	8,872	5	1,061	2	1,864	6	1,442	100	16,936

Under 8 years	—	—	3	219	—	—	—	—	1	40	3	259
3 and not exceeding 7 years	—	—	2	1,533	—	—	—	—	—	—	2	1,533
8 " " 10 " " "	—	—	—	—	—	—	1	51	—	—	1	51
11 " " 14 " " "	1	74	—	—	—	—	—	—	1	1,540	2	1,614
15 " " 20 " " "	1	10	7	958	—	—	—	—	—	—	8	966
21 " " 30 " " "	—	—	4	2,856	—	—	—	—	1	1,227	5	4,083
31 " " 40 " " "	—	—	1	514	—	—	—	—	—	—	1	514
41 " " 50 " " "	—	—	—	—	—	—	—	—	—	—	—	—
51 " " 60 " " "	—	—	—	—	—	—	—	—	—	—	—	—
61 " " 70 " " "	—	—	—	—	—	—	—	—	—	—	—	—
71 " " 80 " " "	—	—	—	—	—	—	—	—	—	—	—	—
81 " " 90 " " "	—	—	—	—	—	—	—	—	—	—	—	—
91 " " 100 " " "	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards.. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	III	16	5,586	—	—	1	51	3	2,807	32	8,367

Under 5 years	2	18	8	687	1	97	—	—	1	40	10	793
5 and not exceeding 7 years	7	966	11	1,763	2	137	—	—	—	—	10	2,940
8 10	1	96	9	2,527	—	—	1	51	2	341	15	2,917
11 14	5	885	9	427	—	—	1	—	1	1,000	12	2,632
15 20	8	1,506	26	3,946	—	—	1	1,064	1	68	32	7,384
21 30	9	488	21	4,443	2	827	—	—	4	2,380	50	8,117
31 40	—	—	7	979	—	—	—	—	—	—	7	979
41 50	—	—	3	127	—	—	—	—	—	—	3	127
51 60	1	—	—	—	—	—	—	—	—	—	1	97
61 70	—	—	—	—	—	—	—	—	—	—	—	—
71 80	—	—	—	—	—	—	—	—	—	—	—	—
81 90	—	—	—	—	—	—	—	—	—	—	—	—
91 100	—	—	—	—	—	—	—	—	—	—	—	—
101 years and upwards.. .. .	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	1	3	1	9	—	—	—	—	—	—	2	12
TOTAL	23	3,821	90	14,767	5	1,051	3	1,915	9	4,349	130	26,793

Note.—For the ages of Merchant Vessels registered in British Possessions Abroad which met with Sea Casualties, see Table 23.

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 25. Iron, Steel, Composite, or Wood:—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the MATERIALS of which the Vessels were constructed.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature and Results of the Casualties.	Iron.		Steel.		Composite.		Wood.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Foundering: (Total Losses)	—	—	—	—	—	—	21	3,707	21	3,707
Strandings:										
Total Losses	—	—	—	—	—	—	74	8,872	74	8,872
Serious Casualties	—	—	—	—	—	—	35	5,578	35	5,578
Minor Casualties	1	1,359	—	—	2	884	46	8,470	49	10,693
TOTAL	1	1,359	—	—	2	884	166	23,920	159	25,113
Collisions:										
Total Losses	—	—	—	—	—	—	5	1,051	5	1,051
Serious Casualties	—	—	—	—	1	796	19	5,521	20	6,118
Minor Casualties	2	1,427	—	—	—	—	11	2,036	13	4,452
TOTAL	2	1,427	—	—	1	796	35	9,597	38	11,622
Other Causes:										
Total Losses	—	—	—	—	—	—	3	1,864	3	1,864
Serious Casualties	2	1,015	3	3,907	—	—	55	35,513	60	39,385
Minor Casualties	4	5,670	1	582	1	606	91	27,046	99	33,996
TOTAL	6	6,685	4	4,189	1	606	148	54,425	161	65,987
Missing Vessels	—	—	—	—	—	—	6	1,442	6	1,442
From all Causes:										
Total Losses	—	—	—	—	—	—	108	16,936	108	16,936
Serious Casualties	2	1,015	3	3,907	1	796	109	36,412	115	42,032
Minor Casualties	6	6,685	1	582	2	1,432	143	50,543	151	58,913
TOTAL	11	9,471	4	4,189	4	2,328	366	91,891	364	107,781

(b.) Steam Vessels.

Foundering: (Total Losses)	—	—	—	—	—	—	2	114	2	114
Strandings:										
Total Losses	7	2,208	3	1,880	—	—	8	187	16	5,885
Serious Casualties	8	3,442	2	614	—	—	8	502	12	4,558
Minor Casualties	14	9,069	6	7,468	1	106	15	2,437	36	19,077
TOTAL	29	12,319	11	9,957	1	106	23	2,136	64	39,530
Collisions:										
Total Losses	—	—	—	—	—	—	—	—	—	—
Serious Casualties	1	345	1	333	1	1,842	1	50	4	2,670
Minor Casualties	16	8,539	3	4,718	—	—	4	156	23	12,416
TOTAL	17	8,884	4	5,051	1	1,842	5	206	27	15,086
Other Causes:										
Total Losses	—	—	—	—	—	—	1	51	1	51
Serious Casualties	2	1,363	4	3,969	—	—	3	261	9	5,513
Minor Casualties	10	7,288	13	13,650	—	—	1	80	24	20,956
TOTAL	12	8,651	17	17,649	—	—	4	392	33	26,502
Missing Vessels	1	1,237	1	1,540	—	—	1	40	3	2,807
From all Causes:										
Total Losses	8	5,035	4	3,420	—	—	10	402	22	8,957
Serious Casualties	11	5,060	7	4,946	1	1,842	5	803	24	12,641
Minor Casualties	40	24,946	22	25,331	1	106	20	2,646	63	53,431
TOTAL	59	34,931	33	34,197	2	1,950	31	3,851	109	74,929

(c.) Total.

Foundering: (Total Losses)	—	—	—	—	—	—	23	3,821	23	3,821
Strandings:										
Total Losses	7	2,208	3	1,880	—	—	80	9,069	90	14,757
Serious Casualties	8	3,442	2	614	—	—	37	6,080	47	10,136
Minor Casualties	15	10,439	6	7,843	1	942	61	10,907	83	29,740
TOTAL	30	17,078	11	9,957	2	942	178	26,056	202	54,633
Collisions:										
Total Losses	—	—	—	—	—	—	5	1,051	5	1,051
Serious Casualties	1	345	1	333	2	2,640	20	5,371	24	8,689
Minor Casualties	16	9,968	3	4,718	—	—	15	3,184	36	17,869
TOTAL	17	10,311	4	5,051	2	2,640	40	9,606	65	27,600
Other Causes:										
Total Losses	—	—	—	—	—	—	3	1,811	3	1,811
Serious Casualties	4	2,378	7	7,906	—	—	57	25,784	68	35,948
Minor Casualties	16	12,908	14	14,082	1	606	92	27,096	123	54,936
TOTAL	20	15,186	21	21,988	1	596	152	54,777	194	92,390
Missing Vessels	1	1,237	1	1,540	—	—	7	1,482	9	4,340
From all Causes:										
Total Losses	8	5,035	4	3,420	—	—	113	17,336	130	25,793
Serious Casualties	13	9,085	10	8,758	2	2,640	114	37,210	139	54,673
Minor Casualties	49	33,302	23	25,213	4	1,540	163	41,189	244	102,544
TOTAL	60	44,403	27	28,386	6	4,180	283	95,743	373	183,719

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. **Causes**:—Statement showing the Number of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties (other than Collisions*) occurred on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties (other than Collisions) Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and, as far as reported, the CAUSES to which the Casualties were attributed.

(a.) **Sailing Vessels.**

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
		Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.		Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipment or Stowage.														
Improper Stowage or Ballasting	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Overloading	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c. .. .	—	—	1	2	3	—	2	2	5	—	—	3	5	8
TOTAL	—	—	1	2	3	—	2	2	5	—	—	3	5	8
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c., of Masters, Officers, or Crew	—	8	4	8	20	—	—	—	—	—	8	4	8	20
Error, &c., of Pilots	—	—	—	1	1	—	—	—	—	—	—	—	1	1
TOTAL	—	8	4	9	21	—	—	—	—	—	8	4	9	21
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CLASS 4.														
Other Causes.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c. .. .	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal	—	—	—	—	—	—	1	—	1	—	—	1	—	1
" " " Other Substances	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fires, other than Spontaneous Combustion	—	—	—	—	—	—	1	2	3	—	—	1	2	3
Inevitable Accident	—	—	2	5	7	—	4	—	4	—	—	4	5	11
Striking Rocks or Shoals not marked on Charts	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Want of Lights or Buoys on Coasts or Shoals	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Striking on Floating or Sunken Wreck	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Failure of, or Damage to, Steering Gear	—	2	—	—	2	—	—	—	—	—	2	—	—	2
Want of Pilot	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bad management of, or want of power in, Steam Tugs; or defective Tow Ropes. .. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	2	3	5	9	—	6	2	8	—	3	6	7	11
CLASS 5.														
Unknown Cases	1	10	6	10	26	—	2	—	2	6	17	6	10	36
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	10	11	15	13	66	2	46	93	111	—	59	61	106	230
Heavy Seas	—	2	—	2	4	—	4	1	5	—	2	4	3	9
Calms and Currents	—	7	4	4	15	—	—	—	—	—	7	4	1	15
Fogs, &c.	—	7	3	1	14	—	—	—	—	—	7	3	4	14
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	10	54	22	23	99	2	50	94	140	—	75	72	111	264
GRAND TOTAL.. .. .	21	74	35	40	153	2	60	99	161	6	108	95	146	345

* For the causes of Collisions, see Part III., Table 61

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. Causes—continued.

(b.) Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipment or Stowage.														
Improper Stowage or Ballasting	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Overloading	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	1	—	—	—	—	—	—	—	—	—	1	—	—	1
TOTAL	1	—	—	—	—	—	—	—	—	—	1	—	—	1
CLASS 2.														
Cases connected with Navigation and Seamanship.														
Error, &c., of Masters, Officers, or Crew.. ..	—	4	6	10	20	—	—	—	—	—	4	6	10	20
Error, &c., of Pilots	—	1	—	1	2	—	—	—	—	—	1	—	1	2
TOTAL	—	5	6	11	22	—	—	—	—	—	5	6	11	22
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions.. .. .	—	—	—	—	—	—	6	8	14	—	—	6	8	14
CLASS 4.														
Other Causes.														
Intentional Destruction, i.e., Scuttling, Casting Away, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
" " " Other Substances	—	—	—	—	—	—	1	1	2	—	—	1	1	2
Fires, other than Spontaneous Combustion	—	—	—	—	—	1	—	1	2	—	1	—	1	2
Inevitable Accident	—	2	1	10	13	—	—	—	—	—	2	1	10	13
Striking Rocks or Shoals not marked on Charts ..	—	1	1	—	2	—	—	—	—	—	1	1	—	2
Want of Lights or Buoys on Coasts or Shoals ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice.. .. .	—	—	—	—	—	—	1	1	2	—	—	1	1	2
Striking on Floating or Sunken Wreck	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Failure of, or Damage to, Steering Gear	—	2	—	1	3	—	1	3	4	—	2	1	4	7
Want of Pilot	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bad management of, or want of power in, Steam Tugs; or defective Tow Ropes.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	6	2	11	18	1	2	6	9	—	4	4	17	27
CLASS 5.														
Unknown Cases	—	3	1	5	9	—	—	—	—	3	5	1	6	11
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	—	3	1	2	6	—	—	7	7	—	3	1	9	13
Heavy Seas	1	1	1	2	4	—	—	3	3	—	2	1	3	6
Calms and Currents	—	—	—	2	2	—	—	—	—	—	—	—	2	2
Fogs, &c.	—	—	1	2	4	—	—	—	—	—	—	1	3	4
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	4	2	9	16	—	—	10	10	—	5	2	12	27
GRAND TOTAL.. .. .	2	16	12	36	64	1	2	16	19	3	11	10	33	103

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 26. Causes—continued.

(c.) Total.—Sailing and Steam Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Causes.	Foundering.	Strandings.				Other Causes.				Missing Vessels.	Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.		Total Losses.	Serious Casualties.	Minor Casualties.	Total.
CLASS 1.														
Cases connected with Equipment or Stowage.														
Improper Stowage or Ballasting	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Overloading	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Defective Hull, Masts, Rigging, inefficient Equipment, Charts, &c.	1	—	1	2	3	—	2	3	5	—	1	3	5	9
TOTAL	1	—	1	2	3	—	2	3	5	—	1	3	5	9
CLASS 2.														
Cases connected with Navigation and Seemannship.														
Error, &c., of Masters, Officers, or Crew	—	12	10	18	40	—	—	—	—	—	12	10	18	40
Error, &c., of Pilots	—	1	—	2	3	—	—	—	—	—	1	—	2	3
TOTAL	—	13	10	20	43	—	—	—	—	—	13	10	20	43
CLASS 3.														
Cases connected with Machinery or Boilers.														
Breakdowns and Explosions	—	—	—	—	—	—	6	8	14	—	—	6	8	14
CLASS 4.														
Other Causes.														
Intentional Destruction, &c., Scuttling, Casting A way, &c.	1	—	—	—	—	—	—	—	—	—	1	—	—	1
Explosions of Coal Gas	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Explosions	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spontaneous Combustion of Coal	—	—	—	—	—	—	1	—	1	—	—	1	—	1
" " " Other Substances	—	—	—	—	—	—	—	1	1	—	—	—	1	1
Fires, other than Spontaneous Combustion	—	—	—	—	—	1	1	3	5	—	1	1	3	5
Inevitable Accident	—	2	3	11	20	—	4	—	4	—	2	7	15	19
Striking Rocks or Shoals not marked on Charts ..	—	1	1	—	2	—	—	—	—	—	1	1	—	2
Want of Lights or Buoys on Coasts or Shoals ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contact with Ice.. .. .	—	—	—	—	—	—	1	1	2	—	—	1	1	2
Striking on Floating or Sunk Wreck	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Failure of, or Damage to, Steering Gear.. ..	—	4	—	1	5	—	1	3	4	—	4	1	4	9
Want of Pilot	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bad management of, or want of power in, Steam Tugs; or defective Tow Ropes.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	7	4	16	37	1	8	8	17	—	9	13	24	45
CLASS 5.														
Unknown Cases	1	11	7	15	34	—	2	—	2	9	22	9	15	46
CLASS 6.														
Cases not included in the previous columns (State of Weather, Sea, &c.).														
Gales, Hurricanes, &c.	19	41	16	15	72	2	46	100	148	—	62	62	115	239
Heavy Seas	1	3	1	4	8	—	1	4	5	—	4	5	3	17
Calms and Currents	—	7	4	6	17	—	—	—	—	—	7	4	6	17
Fogs, &c.	—	7	4	7	18	—	—	—	—	—	7	4	7	18
Lightning	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	20	56	35	32	115	2	50	104	156	—	60	76	136	291
GRAND TOTAL	23	90	47	85	223	3	68	123	191	9	125	110	206	448

Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 28. Classification.*—Total Losses only :—Statement showing the Number and Tonnage of Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) which were Totally Lost by Sea Casualties on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having been Totally Lost by Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature of the Casualties and whether the Vessels were **CLASSED*** or **UNCLASSED***.

Nature of the Casualties.	Classed Vessels.*		Unclassed Vessels.*		Total	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.						
Foundering	2	1,237	19	1,980	21	3,207
Strandings	6	3,318	69	3,524	74	6,879
Collisions	—	—	5	1,051	5	1,051
Other Causes	1	1,764	1	100	2	1,864
Missing Vessels	—	—	6	1,442	6	1,442
TOTAL	8	6,902	100	10,027	108	16,926
(b.) Steam Vessels.						
Foundering	—	—	2	114	2	114
Strandings	2	1,341	14	4,542	16	5,883
Collisions	—	—	1	51	1	51
Other Causes	1	1,540	2	1,267	3	2,807
Missing Vessels	—	—	—	—	—	—
TOTAL	3	2,883	19	5,974	22	8,857
(c.) Total.						
Foundering	2	1,237	21	1,980	23	3,217
Strandings	7	4,659	83	10,096	90	14,757
Collisions	—	—	6	1,051	6	1,051
Other Causes	1	1,764	3	1,511	4	1,915
Missing Vessels	1	1,540	6	2,709	7	4,249
TOTAL	11	9,792	119	18,601	130	23,798

* "Classed" vessels comprise those classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassified" division probably contains a number of vessels classed in some of the smaller registries.

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 29. Seamen and Passengers Lost.—Totals :—Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	2	—	7	—	7	—	—	—	—	—	2	124	7	—	7
Strandings	7	2,354	35	—	35	3	2,474	39	11	50	10	4,728	74	11	85
Collisions	4	954	12	—	12	—	—	—	—	—	4	954	12	—	12
Other Causes	1	100	1	—	1	—	—	—	—	—	1	100	1	—	1
Missing Vessels	6	1,442	46	—	46	3	2,807	56	1	60	9	4,249	105	1	106
TOTAL	20	4,874	101	—	101	6	—	98	12	110	26	10,155	196	12	211
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	11	8,197	21	—	21	1	209	3	—	3	11	8,406	24	—	24
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	11	8,197	21	—	21	1	209	3	—	3	12	8,406	24	—	24
(c.) Total.															
Foundering	2	124	7	—	7	—	—	—	—	—	2	124	7	—	7
Strandings	7	2,354	35	—	35	3	2,474	39	11	50	10	4,728	74	11	85
Collisions	4	954	12	—	12	—	—	—	—	—	4	954	12	—	12
Other Causes	1	100	1	—	1	—	—	—	—	—	1	100	1	—	1
Missing Vessels	6	1,442	46	—	46	3	2,807	56	1	60	9	4,249	105	1	106
TOTAL	21	13,071	122	—	122	7	5,400	101	12	113	36	18,601	220	12	235

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 30. Seamen Lost.—Cargoes:—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Description of CARGOES carried by the Vessels when the Lives were Lost.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Cargoes.	Foundering.		Strandings.			Collisions.			Other Causes.			Missing Vessels.	Total.															
	Total Losses.	Total Lives.	Total Losses.	Partial Losses.	Total Lives.	Total Losses.	Partial Losses.	Total Lives.	Total Losses.	Partial Losses.	Total Lives.		Total Losses.	Partial Losses.	Total Lives.													
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.													
	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.													
Ballast	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Timber	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Grain	1	1	1	—	—	—	—	—	—	—	—	—	—	—	—													
Coal	1	1	1	—	—	—	—	—	—	—	—	—	—	—	—													
Metallic Ores, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Machinery, Wrought Iron, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Stone, Slate, Lime, Bricks, Clay, Cement, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Salt, Soda, Potash, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Guanco, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Dung, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Hay, Straw, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Sugar, Molasses, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Tea, Coffee, Spices, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Potatoes, Fruit, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Cotton, Wool, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Wine, Spirits, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Fish, Oil, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
General	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Explosive Oils, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Various	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—													
TOTAL	8	7	7	35	—	—	7	85	4	12	—	—	4	12	1	1	11	21	12	22	6	46	30	161	11	21	21	129

(b.) **Lives Lost in Steam Vessels.**

Ballast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Timber	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Grain	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Coal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Metallic Ores, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	2	54	-	-	2	54	-				
Machinery, Wrought Iron, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Stone, Slate, Lime, Bricks, Clay, Ce- ment, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Salt, Soda, Potash, &c.	-	-	1	14	-	-	1	14	-	-	-	-	-	-	-	1	14	-	-	-	1	14	-				
Gummo, &c. ..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Dung &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Hay, Straw, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Sugar, Molasses, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Tea, Coffee, Spices, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Potatoes, Fruit, &c.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Cotton, Wool, &c. ...	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Wine, Spirits, &c. ...	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Fish, Oil, &c.	-	-	2	86	-	-	2	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
General ..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Explosive Oils, &c.	-	-	-	-	-	-	-	-	-	-	1	3	1	3	1	6	1	6	-	-	2	86	-				
Various ..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Unknown ..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
TOTAL ..	-	-	3	99	-	-	3	99	-	-	-	-	-	-	-	1	3	1	3	3	50	6	96	1	3	7	101

(c.) **Total.**

Ballast	—	—	1	18	—	1	18	—	—	—	—	—	—	1	1	5	12	6	13	—	—	2	19	5	12	7
Timber	—	—	3	12	—	—	12	—	—	—	—	—	—	—	—	1	1	1	1	—	—	5	38	1	1	31
Grain	—	1	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	26	1	5	1	1	30
Corn	—	1	4	1	3	—	1	3	1	1	—	—	—	—	—	1	1	1	1	5	58	68	1	1	7	3
Metallic Ores, &c. . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	67
Machinery, Wrought	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Iron, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone, Slate, Lime	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	4	1	4	—	—	—	—	1	4	1
Bricks, Clay, Ce-	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
ment, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Salt, Soda, Potash,	—	—	1	14	—	1	14	1	7	—	—	1	7	—	—	—	—	—	—	1	6	3	37	—	—	3
&c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27
Guanos, &c. . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dung, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hay, Straw, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar, Molasses, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tea, Coffee, Spices,	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	1	1
&c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Potatoes, Fruit, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	6	1	6	—	—	1
Cotton, Wool, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6
Wine Spirits, &c. .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fish, Oil, &c. . .	—	—	2	2	—	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General	—	—	2	2	—	—	2	2	—	—	—	—	—	—	—	1	3	1	3	—	—	26	—	—	—	26
Explosive Oils, &c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2	2	2	—	—	7	1	2	2	10
Various	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Unknown	—	—	—	—	—	—	—	2	4	—	—	2	4	—	—	—	—	—	—	1	4	6	8	—	8	8
TOTAL	3	7	10	74	—	10	74	4	12	—	—	12	1	1	11	24	13	25	6	106	36	190	11	24	36	220

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 31. Seamen Lost.—Tonnages:—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the APPROXIMATE TONNAGES of the Vessels.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Tonnages.	Foundering.	Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.		
		Total Losses.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.		Total Losses.	Partial Losses.	Total.
		Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.	Vessels in which Lives were Lost.	Vessels in which Lives were Lost.
Under 50 tons ..	1	4	—	—	—	2	4	—	—	—	—	1	4	4	12
50 tons & under 100 ..	1	3	5	16	—	1	7	—	—	—	—	15	10	41	11
100 " " 200 ..	—	—	1	1	—	—	—	—	—	—	—	—	2	7	3
200 " " 300 ..	—	—	—	—	—	—	—	—	—	—	—	—	1	1	2
300 " " 400 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
400 " " 500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
500 " " 600 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
600 " " 700 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
700 " " 800 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
800 " " 1,000 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,000 " " 1,200 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,200 " " 1,500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,500 " " 2,000 ..	—	—	1	13	—	—	—	—	—	—	—	—	—	—	—
2,000 " " 2,500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 " " 3,000 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ..	2	7	7	35	—	7	35	—	4	11	1	6	20	101	123

(b.) Lives Lost in Steam Vessels.

Under 50 tons ..	—	—	—	—	—	—	—	—	—	—	—	—	1	5	1	5
50 tons & under 100 ..	—	—	1	19	—	—	—	—	—	—	—	—	1	19	—	19
100 " " 200 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
200 " " 300 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
300 " " 400 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
400 " " 500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
500 " " 600 ..	—	—	1	6	—	—	—	—	—	—	—	—	—	—	—	—
600 " " 700 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
700 " " 800 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
800 " " 1,000 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,000 " " 1,200 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,200 " " 1,500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,500 " " 2,000 ..	—	—	1	14	—	—	—	—	—	—	—	—	—	—	—	—
2,000 " " 2,500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 " " 3,000 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ..	—	—	3	33	—	—	—	—	—	—	—	—	3	38	1	101

(c.) Total.

Under 50 tons ..	1	4	—	—	—	2	4	—	—	—	—	2	9	5	17	—	—	5	17
50 tons & under 100 ..	1	3	5	16	—	1	7	—	—	—	—	15	10	41	11	—	—	12	63
100 " " 200 ..	—	—	1	1	—	—	—	—	—	—	—	—	2	7	3	—	—	3	13
200 " " 300 ..	—	—	—	—	—	—	—	—	—	—	—	—	1	1	2	—	—	4	6
300 " " 400 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
400 " " 500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
500 " " 600 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
600 " " 700 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
700 " " 800 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
800 " " 1,000 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,000 " " 1,200 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,200 " " 1,500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1,500 " " 2,000 ..	—	—	1	13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,000 " " 2,500 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2,500 " " 3,000 ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
3,000 tons and above ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL ..	2	7	10	74	—	7	35	—	4	12	1	6	20	101	11	31	23	23	23

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 32. **Seamen Lost.—Ages of the Vessels**:—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the AGES of the Vessels.

(a.) **Lives Lost in Sailing Vessels.**

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Ages.	Found-dry.		Strandings.				Collisions.			Other Causes.			Missing Vessels.	Total.				
	Total Losses.		Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.	Partial Losses.	Total.	Total Losses.		Partial Losses.	Total.			
	Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.		Vessels in which Lives were Lost.			Vessels in which Lives were Lost.				
	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.	Lives Lost.		Lives Lost.	Lives Lost.			
Under 3 years	—	—	1	3	—	1	3	—	—	—	—	—	—	1	3	—	2	9
3 and not exceeding 7 years	1	8	—	—	—	—	—	2	2	—	—	—	—	3	12	3	6	17
8 " 10 "	—	—	3	20	—	3	20	—	—	—	—	—	2	5	32	3	8	38
11 " 14 "	1	4	1	5	—	1	5	—	—	—	—	—	2	2	8	3	3	9
15 " 20 "	—	—	—	—	—	—	—	—	1	1	2	3	1	3	6	3	4	9
21 " 30 "	—	—	2	7	—	2	7	2	3	—	2	3	3	7	30	2	9	41
31 " 40 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
41 " 50 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 " 60 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	7	7	35	—	7	35	4	12	—	4	12	1	1	11	21	31	122

(b.) **Lives Lost in Steam Vessels.**

Under 3 years	—	—	—	—	—	—	—	—	—	—	—	—	—	1	5	1	5	—	1	6
3 and not exceeding 7 years	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	3	3
8 " 10 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11 " 14 "	—	—	—	—	—	—	—	—	—	—	—	—	—	1	33	1	33	—	1	33
15 " 20 "	—	—	1	19	—	1	19	—	—	—	—	—	—	—	19	—	—	—	1	19
21 " 30 "	—	—	1	14	—	1	14	—	—	—	—	—	—	1	31	2	35	—	2	35
31 " 40 "	—	—	1	6	—	1	6	—	—	—	—	—	—	1	6	—	—	—	1	6
41 " 50 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
51 " 60 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
61 " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
71 " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
81 " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
91 " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	—	—	3	39	—	3	39	—	—	—	—	—	—	1	3	1	3	3	59	6

(c.) **Total.**

Under 3 years	—	—	1	3	—	—	1	3	—	—	—	—	—	—	1	6	1	6	1	5	2	8	1	6	3	14
3 and not exceeding 7 years	1	3	—	—	—	—	—	2	9	—	—	2	9	—	—	4	3	4	8	—	8	12	4	8	7	—
8 " 10 "	—	—	3	20	—	—	3	20	—	—	—	—	—	—	3	8	3	6	2	12	6	32	3	6	3	36
11 " 14 "	1	4	1	5	—	—	1	5	—	—	—	—	—	—	—	—	—	—	1	33	8	42	—	—	3	45
15 " 20 "	—	—	1	19	—	—	1	19	—	—	—	—	—	1	1	2	2	3	3	1	8	8	26	2	2	27
21 " 30 "	—	—	3	21	—	—	3	21	2	3	—	2	3	—	—	3	2	2	2	4	50	9	74	2	2	76
31 " 40 "	—	—	1	6	—	—	1	6	—	—	—	—	—	—	—	—	—	—	—	1	6	—	—	1	6	
41 " 50 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
51 " 60 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
61 " 70 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
71 " 80 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
81 " 90 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
91 " 100 "	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
101 years & upwards	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Unknown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
TOTAL	2	7	10	74	—	—	10	74	4	12	—	4	12	1	1	12	24	35	9	105	26	127	13	24	21	223

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions Abroad.

TABLE 33. Seamen Lost.—Localities:—Statement showing the Number of Seamen Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Seamen Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.

(a.) Lives Lost in Sailing Vessels.																													
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
On or near the Coasts of British Possessions Abroad.	1	4	4	9	—	—	4	9	1	2	—	—	1	2	—	—	2	9	2	9	—	—	6	18	2	9	8	94	
On or near the Coasts of Foreign Countries.	1	3	2	8	—	—	2	8	—	—	—	—	—	1	1	—	—	1	1	—	—	1	12	—	—	4	12		
In Oceans and Seas	—	—	1	18	—	—	1	18	3	10	—	—	3	10	—	—	9	12	9	12	6	46	10	74	9	12	19	96	
TOTAL ..	2	7	7	35	—	—	7	35	4	12	—	—	4	12	1	1	12	21	12	29	6	46	20	101	11	21	31	123	
(b.) Lives Lost in Steam Vessels.																													
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
On or near the Coasts of British Possessions Abroad.	—	—	3	39	—	—	3	39	—	—	—	—	—	—	—	—	1	3	1	3	—	—	3	39	1	3	4	43	
On or near the Coasts of Foreign Countries.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
In Oceans and Seas	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	59	3	53	—	—	3	59
TOTAL ..	—	—	3	39	—	—	3	39	—	—	—	—	—	—	—	—	1	3	1	3	3	59	6	92	1	3	7	101	
(c.) Total.																													
On or near the Coasts of the United Kingdom.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
On or near the Coasts of British Possessions Abroad.	1	8	7	48	—	—	7	48	1	2	—	—	1	2	—	—	3	12	3	12	—	—	9	54	3	12	12	96	
On or near the Coasts of Foreign Countries.	1	3	2	8	—	—	2	8	—	—	—	—	—	1	1	—	—	1	1	—	—	4	12	—	—	4	12		
In Oceans and Seas	—	—	1	18	—	—	1	18	3	10	—	—	3	10	—	—	9	12	9	12	9	105	13	133	9	12	22	111	
TOTAL ..	2	7	10	74	—	—	10	74	4	12	—	—	4	12	1	1	13	24	13	11	9	175	26	190	12	24	28	223	

Lives Lost by Sea Casualties to Merchant Vessels registered in British Possessions
Abroad.

TABLE 34. Seamen and Passengers Lost.—Classification* :—Statement showing the Number of Lives Lost in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, and the Number of Crew Lost from the Number of Passengers Lost, and further distinguishing the LIVES LOST in CLASSED* Vessels from those Lost in UNCLASSED* Vessels.

(a.) Lives Lost in Vessels Totally Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Classed.*				Unclassed.*				Total.			
	Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.			Vessels in which Lives were Lost.	Lives Lost.		
		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.		Crew.	Passengers.	Total.
(1.) LIVES LOST IN SAILING VESSELS.												
Foundering ..	—	—	—	—	2	7	—	7	2	7	—	7
Strandings ..	1	18	—	18	6	17	—	17	7	35	—	35
Collisions ..	—	—	—	—	4	12	—	12	4	12	—	12
Other Causes ..	—	—	—	—	1	1	—	1	1	1	—	1
Missing Vessels ..	—	—	—	—	6	46	—	46	6	46	—	46
TOTAL ..	1	18	—	18	19	83	—	83	20	101	—	101
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering ..	—	—	—	—	—	—	—	—	—	—	—	—
Strandings ..	1	19	8	27	2	20	3	23	3	30	11	50
Collisions ..	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes ..	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels ..	1	23	—	23	2	26	1	27	3	59	1	60
TOTAL ..	2	62	8	60	4	46	4	50	6	99	12	110
(3.) TOTAL.												
Foundering ..	—	—	—	—	2	7	—	7	2	7	—	7
Strandings ..	2	37	8	45	8	37	3	40	10	74	11	85
Collisions ..	—	—	—	—	4	12	—	12	4	12	—	12
Other Causes ..	—	—	—	—	1	1	—	1	1	1	—	1
Missing Vessels ..	1	33	—	33	8	73	1	73	9	105	1	106
TOTAL ..	3	70	8	78	23	129	4	133	26	199	12	211

(b.) Lives Lost in Vessels Partially Lost.

(1.) LIVES LOST IN SAILING VESSELS.												
Strandings ..	—	—	—	—	—	—	—	—	—	—	—	—
Collisions ..	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes ..	7	10	—	10	4	11	—	11	11	21	—	21
TOTAL ..	7	10	—	10	4	11	—	11	11	21	—	21
(2.) LIVES LOST IN STEAM VESSELS.												
Strandings ..	—	—	—	—	—	—	—	—	—	—	—	—
Collisions ..	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes ..	—	—	—	—	1	3	—	3	1	3	—	3
TOTAL ..	—	—	—	—	1	3	—	3	1	3	—	3
(3.) TOTAL.												
Strandings ..	—	—	—	—	—	—	—	—	—	—	—	—
Collisions ..	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes ..	7	10	—	10	5	14	—	14	12	24	—	24
TOTAL ..	7	10	—	10	5	14	—	14	12	24	—	24

(c.) Total.

(1.) LIVES LOST IN SAILING VESSELS.												
Foundering ..	—	—	—	—	2	7	—	7	2	7	—	7
Strandings ..	1	18	—	18	6	17	—	17	7	35	—	35
Collisions ..	—	—	—	—	4	12	—	12	4	12	—	12
Other Causes ..	7	10	—	10	5	12	—	12	12	22	—	22
Missing Vessels ..	—	—	—	—	6	46	—	46	6	46	—	46
TOTAL ..	8	28	—	28	23	94	—	94	31	127	—	127
(2.) LIVES LOST IN STEAM VESSELS.												
Foundering ..	—	—	—	—	—	—	—	—	—	—	—	—
Strandings ..	1	19	8	27	2	20	3	23	3	30	11	50
Collisions ..	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes ..	—	—	—	—	1	3	—	3	1	3	—	3
Missing Vessels ..	1	33	—	33	2	26	1	27	3	59	1	60
TOTAL ..	2	62	8	60	5	49	4	53	7	92	12	113
(3.) TOTAL.												
Foundering ..	—	—	—	—	2	7	—	7	2	7	—	7
Strandings ..	2	37	8	45	8	37	3	40	10	74	11	85
Collisions ..	—	—	—	—	4	12	—	12	4	12	—	12
Other Causes ..	7	10	—	10	6	15	—	15	13	25	—	25
Missing Vessels ..	1	33	—	33	8	73	1	73	9	105	1	106
TOTAL ..	10	80	8	88	28	143	4	147	38	223	12	235

* By "classified" vessels are understood those which were classed in Lloyd's Register, Liverpool Book, or Bureau Veritas. The "unclassified" division probably includes a number of vessels classed in some of the smaller registries.

Deaths at Sea from all Causes in Merchant Vessels registered in British Possessions Abroad.

TABLE 35. Deaths at Sea from all Causes. Grand Totals:—Statement showing the Total Number of Deaths at Sea in Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from:—

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom or were reported from Abroad during the Year 1900-1901 ;
 (2.) Accidents other than Wreck reported during 1900-1901 ;
 (3.) Disease, Murder, Suicide, &c. reported during 1900-1901 ;
 distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Pas- sengers.	Crew.		Pas- sengers.	Crew.		Pas- sengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of, and Casualties to, the Vessels.—(See Tables 29 to 34.)	122	—	—	101	—	12	223	—	12
Accidents other than Wreck or Casualty.	34	—	1	3	2	1	37	2	2
Disease, Murder, Homicide, Suicide, and Unknown Causes.	22	6	2	3	9	165	25	15	167
TOTAL	178	6	3	107	11	178	285	17	181

Sea Casualties to British registered Merchant Vessels.

TABLE 36. Summary :—Statement showing the Number and Tonnage of Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables I and 19.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	42	11,875	—	—	—	—	42	11,875
Strandings	150	32,417	118	34,358	283	73,612	551	140,387
Collisions	27	4,186	93	26,342	424	68,288	444	98,816
Other Causes	11	13,458	246	177,991	604	309,735	861	501,184
Missing Vessels	24	20,665	—	—	—	—	24	20,665
TOTAL	254	82,601	457	238,691	1,211	451,635	1,922	772,927
(b.) Steam Vessels.								
Foundering	14	5,932	—	—	—	—	14	5,932
Strandings	59	63,305	217	246,204	512	581,332	788	890,841
Collisions	18	14,014	160	176,484	432	439,221	610	629,719
Other Causes	3	1,832	317	430,432	820	1,149,611	1,140	1,581,875
Missing Vessels	8	8,441	—	—	—	—	8	8,441
TOTAL	102	93,524	694	853,120	1,764	2,170,164	2,560	3,116,808
(c.) Total.								
Foundering	56	17,807	—	—	—	—	56	17,807
Strandings	209	95,722	335	280,562	795	654,944	1,339	1,031,228
Collisions	45	18,200	253	202,826	756	507,509	1,054	728,535
Other Causes	14	15,290	563	608,423	1,424	1,459,346	2,001	2,083,059
Missing Vessels	32	29,106	—	—	—	—	32	29,106
TOTAL	356	176,125	1,151	1,091,811	2,975	2,621,799	4,482	3,889,735

Lives Lost by Sea Casualties to British registered Merchant Vessels.

TABLE 37. Seamen and Passengers Lost.—Summary:—Statement showing the Number of LIVES LOST IN Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost—(Totals of Tables 12 and 29.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total	No.	Tonnage.	Crew.	Passengers.	Total	No.	Tonnage.	Crew.	Passengers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ...	6	1,966	29	—	29	4	1,241	46	7	53	10	3,207	75	7	82
Strandings ...	16	11,537	104	1	105	14	12,824	136	30	166	30	24,361	240	31	271
Collisions ...	10	2,718	39	—	39	9	5,995	71	4	75	19	8,713	110	4	114
Other Causes ...	2	697	—	—	—	—	—	—	—	—	2	697	2	—	2
Missing Vessels	24	20,665	351	—	351	8	8,441	162	1	163	32	29,106	513	1	514
TOTAL ...	58	37,583	525	1	526	35	28,501	415	42	457	93	66,084	940	43	983
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ...	3	2,692	4	—	4	—	—	—	—	—	3	2,692	4	—	4
Collisions ...	1	99	1	—	1	4	5,326	3	12	15	5	5,425	4	12	16
Other Causes ...	49	65,592	64	—	64	32	57,861	41	—	41	81	123,453	105	—	105
TOTAL ...	53	68,383	69	—	69	36	63,187	44	12	56	89	131,570	113	12	125
(c.) Total.															
Foundering ...	6	1,966	29	—	29	4	1,241	46	7	53	10	3,207	75	7	82
Strandings ...	19	14,229	108	1	109	14	12,824	136	30	166	33	27,053	244	31	275
Collisions ...	11	2,817	40	—	40	13	11,321	74	16	90	24	14,138	114	16	130
Other Causes ...	51	66,289	66	—	66	32	57,861	41	—	41	83	124,150	107	—	107
Missing Vessels	24	20,665	351	—	351	8	8,441	162	1	163	32	29,106	513	1	514
TOTAL ...	111	105,966	594	1	595	71	91,688	459	51	513	129	197,654	1,053	55	1,108

Deaths at Sea from all Causes in British registered Merchant Vessels.

TABLE 38. Deaths at Sea from all Causes. Summary:—Statement showing the Total Number of Deaths at Sea in Vessels registered in the United Kingdom and British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered), arising from :

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom or were reported from Abroad during the Year 1900-1901 ;
 - (2.) Accidents other than Wreck reported during 1900-1901 ;
 - (3.) Disease, Murder, Suicide, &c., reported during 1900-1901 ;
- distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

(Totals of Tables 18 and 35.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Pas- sengers.	Crew.		Pas- sengers.	Crew.		Pas- sengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of, and Casualties to, the Vessels.	594	—	1	488	21	54	1,032	21	55
Accidents other than Wreck or Casualty.	168	—	4	148	37	21	311	37	25
Disease, Murder, Homicide, Suicide, and Unknown Causes.	134	6	100	327	190	1,048	461	196	1,348
TOTAL	896	6	305	908	248	1,123	1,804	254	1,428

PART III.

MISCELLANEOUS TABLES and SUMMARIES.

Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 39. Totals :—Statement showing the Number and Tonnage of Unregistered Vessels belonging to the United Kingdom (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties	Total Losses		Serious Casualties		Minor Casualties		Total	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	7	123	—	—	—	—	7	123
Strandings	16	236	5	627	14	338	29	1,200
Collisions	2	8	7	471	62	9,294	71	9,773
Other Causes	—	—	8	266	9	288	17	554
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	19	366	20	1,364	85	9,870	124	11,900
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	6	—	—	—	—	1	5
Collisions	—	—	2	196	21	3,913	23	4,109
Other Causes	—	—	4	82	8	25	7	115
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	1	6	6	268	24	3,938	31	4,229
(c.) Total.								
Foundering	7	123	—	—	—	—	7	123
Strandings	17	240	5	627	14	338	30	1,200
Collisions	2	8	9	667	63	12,207	74	12,882
Other Causes	—	—	12	358	12	313	24	671
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	20	371	26	1,652	100	12,806	156	20,830

Note.—Lightships, hulks, and unidentified vessels belonging to the United Kingdom are included in this Table.

Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to the United Kingdom.

TABLE 40. Seamen and Passengers Lost :—Statement showing the Number of LIVES LOST in Unregistered Vessels belonging to the United Kingdom (exclusive of lives lost in Yachts and Fishing Vessels) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	1	1	2	—	2	—	—	—	—	—	1	1	2	—	2
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	1	1	2	—	2	—	—	—	—	—	1	1	2	—	2
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	1	4	6	—	6	—	—	—	—	—	1	4	6	—	6
Other Causes	3	5	6	—	6	—	—	—	—	—	3	5	6	—	6
TOTAL	4	9	12	—	12	—	—	—	—	—	4	9	12	—	12
(c.) Total.															
Foundering	1	1	2	—	2	—	—	—	—	—	1	1	2	—	2
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	1	4	6	—	6	—	—	—	—	—	1	4	6	—	6
Other Causes	3	5	6	—	6	—	—	—	—	—	3	5	6	—	6
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	5	10	14	—	14	—	—	—	—	—	5	10	14	—	14

Note.—Lives lost by sea casualties to lightships, hulks, and unidentified vessels belonging to the United Kingdom are included in this Table.

Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

TABLE 41. Totals :—Statement showing the Number and Tonnage of Unregistered Vessels belonging to British Possessions Abroad (exclusive of Yachts and Fishing Vessels) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	10	442	—	—	—	—	10	442
Strandings	31	1,733	—	—	—	—	41	2,175
Collisions	3	96	3	500	11	3,279	14	3,875
Other Causes	2	1,040	8	336	4	1,655	14	3,130
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	46	3,311	18	1,502	17	5,447	81	10,260
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	2	378	2	378
Collisions	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	—	—	—	—	2	378	2	378
(c.) Total.								
Foundering	10	442	—	—	—	—	10	442
Strandings	31	1,733	—	—	—	—	41	2,175
Collisions	3	96	3	500	11	3,279	14	3,875
Other Causes	2	1,040	8	336	4	1,655	14	3,130
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	46	3,311	18	1,502	17	5,447	81	10,260

Note.—Lightships, hulks, and unidentified vessels belonging to British Possessions Abroad are included in this Table.

Lives Lost by Sea Casualties to Unregistered Merchant Vessels belonging to British Possessions Abroad.

TABLE 42. Seamen and Passengers Lost :—Statement showing the Number of LIVES LOST IN Unregistered Vessels belonging to British Possessions Abroad (exclusive of Lives Lost in Yachts and Fishing Vessels) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	1	—	1	—	1	—	—	—	—	—	1	—	1	—	1
Strandings	3	76	5	—	8	—	—	—	—	—	3	76	5	—	8
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	4	80	6	—	6	—	—	—	—	—	4	80	6	—	6
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	1	38	2	—	2	—	—	—	—	—	1	38	2	—	2
Collisions	2	21	4	—	4	—	—	—	—	—	2	21	4	—	4
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	3	59	6	—	6	—	—	—	—	—	3	59	6	—	6
(c.) Total.															
Foundering	1	4	1	—	1	—	—	—	—	—	1	4	1	—	1
Strandings	4	109	7	—	11	—	—	—	—	—	4	109	7	—	11
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	2	21	4	—	4	—	—	—	—	—	2	21	4	—	4
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	7	134	12	—	12	—	—	—	—	—	7	134	12	—	12

Note.—Lives lost by sea casualties to lightships, hulks, and unidentified vessels belonging to British Possessions Abroad are included in this Table.

Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 43. Totals:—Statement showing the Number and Tonnage of Yachts and Pleasure Boats (REGISTERED AND UNREGISTERED) belonging to the United Kingdom to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	6	20	—	—	—	—	6	20
Strandings	10	286	15	183	49	723	75	1,202
Collisions	1	3	3	90	24	598	33	691
Other Causes	1	3	1	277	24	891	43	1,171
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	17	328	39	550	97	2,212	153	3,690
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	2	20	3	463	7	3,855	12	3,537
Collisions	—	—	—	—	9	907	9	907
Other Causes	1	3	5	370	13	1,084	19	1,431
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	3	23	8	841	29	4,996	40	5,865
(c.) Total.								
Foundering	6	20	—	—	—	—	6	20
Strandings	12	316	18	646	56	3,778	84	4,739
Collisions	1	3	3	90	33	1,505	43	1,598
Other Causes	2	11	25	656	37	1,925	62	2,593
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	20	356	47	1,391	129	7,308	193	8,955

Note.—Only one sailing yacht belonging to a British Possession Abroad was reported during 1900-1901 as having met with a sea casualty, a sailing yacht of 5 tons having been lost by stranding. No lives were lost.

Lives Lost by Sea Casualties to Yachts and Pleasure Boats belonging to the United Kingdom.

TABLE 44. Seamen and Passengers Lost:—Statement showing the Number of LIVES LOST in Yachts and Pleasure Boats (REGISTERED AND UNREGISTERED) belonging to the United Kingdom by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	3	11	2	5	7	—	—	—	—	—	3	11	2	5	7
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	3	11	2	5	7	—	—	—	—	—	3	11	2	5	7
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	3	3	3	—	3	—	—	—	—	—	3	3	3	—	3
Other Causes	5	10	5	6	11	—	—	—	—	—	5	10	5	6	11
TOTAL	8	13	8	6	14	—	—	—	—	—	8	13	8	6	14
(c.) Total.															
Foundering	3	11	2	5	7	—	—	—	—	—	3	11	2	5	7
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	3	3	3	—	3	—	—	—	—	—	3	3	3	—	3
Other Causes	5	10	5	6	11	—	—	—	—	—	5	10	5	6	11
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	11	24	10	11	21	—	—	—	—	—	11	24	10	11	21

See Note to Table 43.

Sea Casualties to Fishing Vessels belonging to the United Kingdom.

TABLE 45. Totals:—Statement showing the Number and Tonnage of Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to the United Kingdom to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	13	88	—	—	—	—	13	88
Strandings	29	462	21	555	93	2,175	143	3,192
Collisions	7	139	25	613	216	7,386	248	8,138
Other Causes	5	120	89	1,534	148	5,690	242	7,344
Missing Vessels	2	3	—	—	—	—	2	3
TOTAL	56	812	135	2,702	457	15,251	648	18,765
(b.) Steam Vessels.								
Foundering	1	15	—	—	—	—	1	15
Strandings	9	704	29	1,373	54	2,583	92	4,660
Collisions	8	365	32	1,720	144	7,493	184	9,578
Other Causes	1	41	71	3,927	107	5,907	179	9,875
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	19	1,125	132	7,020	305	15,983	456	24,128
(c.) Total.								
Foundering	14	103	—	—	—	—	14	103
Strandings	38	1,166	50	1,928	147	4,758	235	7,852
Collisions	15	504	57	2,333	360	14,879	432	17,716
Other Causes	6	161	160	5,461	255	11,597	421	17,219
Missing Vessels	2	3	—	—	—	—	2	3
TOTAL	75	1,937	267	9,722	762	31,234	1,104	42,893

Lives Lost by Sea Casualties to Fishing Vessels belonging to the United Kingdom.

TABLE 46. Seamen and Passengers Lost :—Statement showing the Number of LIVES LOST IN Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to the United Kingdom by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew	Passengers.	Total	No.	Tonnage.	Crew	Passengers.	Total	No.	Tonnage.	Crew	Passengers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	8	21	31	—	31	—	—	—	—	—	8	21	31	—	31
Strandings	3	34	4	—	4	1	61	—	—	10	4	95	14	—	14
Collisions	4	103	9	—	9	1	68	7	—	7	5	169	16	—	16
Other Causes	1	2	3	—	3	—	—	—	—	—	1	2	3	—	3
Missing Vessels	2	5	6	—	6	—	—	—	—	—	2	5	6	—	6
TOTAL	18	163	63	—	63	2	127	17	—	17	20	290	70	—	70
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	1	1	1	—	1	—	—	—	—	—	1	1	1	—	1
Collisions	15	162	24	—	24	8	497	8	—	8	23	660	32	—	32
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	16	163	25	—	25	8	497	8	—	8	24	660	33	—	33
(c.) Total.															
Foundering	8	21	31	—	31	—	—	—	—	—	8	21	31	—	31
Strandings	4	35	5	—	5	1	61	—	—	10	5	96	15	—	15
Collisions	4	103	9	—	9	1	68	7	—	7	5	169	16	—	16
Other Causes	16	164	27	—	27	8	497	8	—	8	24	661	33	—	33
Missing Vessels	2	5	6	—	6	—	—	—	—	—	2	5	6	—	6
TOTAL	34	326	78	—	78	10	624	25	—	25	44	950	109	—	109

Deaths at Sea from all Causes in Fishing Vessels belonging to the United Kingdom.

TABLE 47. Deaths at Sea from all Causes.—Grand Totals :—Statement showing the Total Number of Deaths at Sea in Fishing Vessels belonging to the United Kingdom, arising from :—

- (1.) Sea Casualties which occurred on or near the Coasts of the United Kingdom, or were reported from Abroad during the Year 1900–1901 ;
 - (2.) Accidents other than Wreck or Casualty reported during 1900–1901 ;
 - (3.) Disease, Murder, Suicide, &c., reported during 1900–1901 ;
- and distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths in Sailing Vessels.		Deaths in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of, or Casualties to, the Vessels—see Table 46.	78	—	26	—	103	—
Accidents other than Wreck or Casualty ..	28	2	23	1	56	3
Disease, Murder, Homicide, Suicide, and Unknown Causes.	5	—	12	—	17	—
TOTAL	111	2	65	1	176	3

Sea Casualties to Fishing Vessels belonging to British Possessions Abroad.

TABLE 48. Totals :—Statement showing the Number and Tonnage of Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to British Possessions Abroad to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties	Total Losses		Serious Casualties		Minor Casualties		Total	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	4	28	—	—	—	—	4	28
Strandings	22	794	3	183	2	201	27	1,006
Collisions	—	—	—	—	—	—	—	—
Other Causes	2	26	2	3	1	60	3	72
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	26	858	5	186	3	170	36	1,194
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	—	—	—	—	—	—	—	—
(c.) Total.								
Foundering	4	28	—	—	—	—	4	28
Strandings	22	794	3	183	2	201	27	1,006
Collisions	—	—	—	—	—	—	—	—
Other Causes	2	26	2	3	1	60	3	72
Missing Vessels	—	—	—	—	—	—	—	—
TOTAL	26	858	5	186	3	170	36	1,194

Lives Lost by Sea Casualties to Fishing Vessels belonging to British Possessions Abroad.

TABLE 48A. Seamen and Passengers Lost :—Statement showing the Number of LIVES LOST in Fishing Vessels (REGISTERED AND UNREGISTERED) belonging to British Possessions Abroad by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A Vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	4	28	11	1	12	—	—	—	—	—	4	28	11	1	12
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	2	26	8	—	8	—	—	—	—	—	2	26	8	—	8
TOTAL	6	54	19	1	20	—	—	—	—	—	6	54	19	1	20
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	2	3	2	—	2	—	—	—	—	—	2	3	2	—	2
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	2	3	2	—	2	—	—	—	—	—	2	3	2	—	2
(c.) Total.															
Foundering	4	28	11	1	12	—	—	—	—	—	4	28	11	1	12
Strandings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collisions	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes	2	3	2	—	2	—	—	—	—	—	2	3	2	—	2
Missing Vessels	2	26	8	—	8	—	—	—	—	—	2	26	8	—	8
TOTAL	8	57	21	1	22	—	—	—	—	—	8	57	21	1	22

Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

TABLE 49. Grand Totals:—Statement showing the Number and Tonnage of Vessels of all Kinds belonging to the United Kingdom (except Vessels of the Royal Navy) to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1, 39, 43, and 45.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	46	8,405	—	—	—	—	46	8,405
Strandings	125	24,528	122	30,145	390	66,185	637	120,868
Collisions	32	3,285	113	21,397	613	81,114	758	105,796
Other Causes	15	11,717	301	149,733	686	282,856	1,002	444,306
Missing Vessels	20	19,226	—	—	—	—	20	19,226
TOTAL	238	67,171	536	201,275	1,689	430,155	2,463	698,601
(b.) Steam Vessels.								
Foundering	13	5,833	—	—	—	—	13	5,833
Strandings	55	58,149	237	243,481	537	567,893	829	869,523
Collisions	26	14,379	190	175,830	583	443,118	799	633,327
Other Causes	4	1,830	389	429,317	919	1,135,637	1,312	1,566,784
Missing Vessels	5	5,634	—	—	—	—	5	5,634
TOTAL	103	85,825	816	848,628	2,039	2,146,648	2,958	3,081,101
(c.) Total.								
Foundering	59	14,238	—	—	—	—	59	14,238
Strandings	180	82,687	359	273,626	927	634,078	1,466	990,391
Collisions	58	17,664	303	197,227	1,196	524,232	1,557	739,123
Other Causes	19	13,547	690	579,050	1,605	1,418,493	2,314	2,011,090
Missing Vessels	25	24,860	—	—	—	—	25	24,860
TOTAL	341	152,996	1,352	1,049,903	3,728	2,576,803	5,421	3,779,702

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to the United Kingdom.

TABLE 50. Seamen and Passengers Lost Grand Totals :—Statement showing the Number of LIVES LOST IN Vessels of all Kinds BELONGING TO the United Kingdom (except Vessels of the Royal Navy) by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 12, 40, 44, and 46.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew	Passengers.	Total	No.	Tonnage.	Crew	Passengers.	Total	No.	Tonnage.	Crew	Passengers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ...	16	1,875	57	5	62	4	1,241	46	7	53	20	3,116	103	12	115
Strandings ...	12	9,317	73	1	74	12	10,411	107	19	126	24	19,728	180	20	200
Collisions ...	10	1,867	36	—	36	10	6,061	78	4	82	20	7,928	114	4	118
Other Causes ...	2	599	4	—	4	—	—	—	—	—	2	599	4	—	4
Missing Vessels	20	19,226	311	—	311	5	5,634	103	—	103	25	24,860	414	—	414
TOTAL ..	60	32,884	481	6	487	31	23,347	334	30	364	91	56,231	815	36	851
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ...	4	2,693	5	—	5	—	—	—	—	—	4	2,693	5	—	5
Collisions ...	5	106	10	—	10	4	5,326	3	12	15	9	5,432	13	12	25
Other Causes ...	61	57,572	78	6	84	39	58,149	10	—	46	100	115,721	124	6	130
TOTAL ...	70	60,371	93	6	99	43	63,475	49	12	61	113	123,846	142	18	160
(c.) Total.															
Foundering ...	16	1,875	57	5	62	4	1,241	46	7	53	20	3,116	103	12	115
Strandings ...	16	12,010	78	1	79	12	10,411	107	19	126	28	22,421	185	20	205
Collisions ...	15	1,973	46	—	46	14	11,387	81	16	97	29	13,360	127	16	143
Other Causes ...	63	58,171	82	6	88	39	58,149	46	—	46	102	116,320	128	6	134
Missing Vessels	20	19,226	311	—	311	5	5,634	103	—	103	25	24,860	414	—	414
TOTAL ..	130	93,255	574	12	586	74	86,822	383	42	425	204	180,077	957	54	1,011

Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

TABLE 51. **Grand Totals**:—Statement showing the Number and Tonnage of All Vessels (Registered and Unregistered, Merchant and Fishing Vessels and Yachts) belonging to British Possessions Abroad, to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 19, 41, 48, and Note to Table 48.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	35	4,177	—	—	—	—	35	4,177
Strandings	128	11,394	45	6,528	56	11,077	229	28,999
Collisions	8	1,147	23	6,619	21	7,731	52	15,497
Other Causes	4	2,904	70	30,573	104	35,622	178	69,099
Missing Vessels	8	1,468	—	—	—	—	8	1,468
TOTAL	183	21,090	138	43,720	181	54,430	502	119,240
(b.) Steam Vessels.								
Foundering	2	114	—	—	—	—	2	114
Strandings	16	5,885	12	4,558	38	19,455	66	29,898
Collisions	—	—	4	2,570	23	13,416	27	15,986
Other Causes	1	51	8	5,513	24	20,938	33	26,502
Missing Vessels	11	2,807	—	—	—	—	11	2,807
TOTAL	22	8,857	24	12,641	85	53,809	131	75,307
(c.) Total.								
Foundering	37	4,291	—	—	—	—	37	4,291
Strandings	144	17,279	57	11,086	84	30,532	295	58,897
Collisions	8	1,147	27	9,189	44	21,147	79	31,483
Other Causes	5	2,955	78	36,086	128	56,560	211	95,601
Missing Vessels	11	4,275	—	—	—	—	11	4,275
TOTAL	205	29,947	162	56,361	266	108,239	633	194,547

Lives Lost by Sea Casualties to Vessels of all Kinds belonging to British Possessions Abroad.

TABLE 52. Seamen and Passengers Lost.—Grand Totals :—Statement showing the Number of Lives Lost in Vessels of all Kinds belonging to British Possessions Abroad by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(Totals of Tables 29, 42, 48A, and Note to Table 43.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew	Passengers.	Total	No.	Tonnage.	Crew	Passengers.	Total	No.	Tonnage.	Crew	Passengers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ...	7	156	19	1	20	—	—	—	—	—	7	156	19	1	20
Strandings ...	10	2,330	40	—	40	3	2,474	89	11	50	13	4,804	79	11	90
Collisions ...	4	954	12	—	12	—	—	—	—	—	4	954	12	—	12
Other Causes...	1	100	1	—	1	—	—	—	—	—	1	100	1	—	1
Missing Vessels	8	1,468	54	—	54	3	2,807	59	1	60	11	4,275	113	1	114
TOTAL ...	30	5,008	126	1	127	6	5,281	98	12	110	36	10,289	224	13	237
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ...	1	33	2	—	2	—	—	—	—	—	1	33	2	—	2
Collisions ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Causes...	15	8,221	27	—	27	1	209	3	—	3	16	8,430	30	—	30
TOTAL ...	16	8,254	29	—	29	1	209	3	—	3	17	8,463	32	—	32
(c.) Total.															
Foundering ...	7	156	19	1	20	—	—	—	—	—	7	156	19	1	20
Strandings ...	11	2,363	40	—	40	3	2,474	89	11	50	14	4,837	81	11	90
Collisions ...	4	954	12	—	12	—	—	—	—	—	4	954	12	—	12
Other Causes...	16	8,321	28	—	28	1	209	3	—	3	17	8,530	31	—	31
Missing Vessels	8	1,468	54	—	54	3	2,807	59	1	60	11	4,275	113	1	114
TOTAL ...	46	13,262	155	1	156	7	5,490	101	12	113	53	18,752	256	13	269

Sea Casualties to British Vessels of all Kinds.

TABLE 53. Grand Totals.—British Vessels of all Kinds.—Localities:—Statement showing the Number of all Vessels belonging to the United Kingdom and British Possessions Abroad to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities.	Founders.		Strandings.				Collisions.				Other Causes.				Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.	Miscellaneous Vessels.	Total Losses.	Serious Casualties.	Minor Casualties.	Total.
Fern Islands to Flamborough Head	1	4	1	6	14	1	4	17	23	—	6	11	19	—	8	13	24	55
Flamborough Head to North Foreland .. .	6	31	24	57	102	10	52	237	299	1	61	99	151	—	45	127	263	580
North Foreland to St. Catherine's Point ..	—	6	6	35	50	6	13	39	68	—	13	35	48	—	17	35	100	181
St. Catherine's Point to Start Point .. .	—	2	2	23	28	1	2	13	16	—	5	13	20	—	3	14	—	85
Start Point to Land's End	1	6	1	11	17	1	4	34	39	—	1	3	36	—	2	14	71	93
Land's End to Hartland Point (including Scilly Isles).	1	6	3	6	13	—	—	23	23	1	8	34	44	—	6	11	62	79
Hartland Point to St. David's Head .. .	2	11	20	25	60	7	11	83	101	—	12	48	61	—	21	43	161	235
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	3	7	5	24	36	1	16	17	17	—	11	45	56	—	13	16	85	114
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	8	23	22	111	156	4	11	40	55	1	23	30	123	—	36	66	210	342
Cape Wrath to Buchanness	5	8	2	14	21	—	7	32	39	1	14	11	26	—	14	23	47	84
Buchanness to Fern Islands	2	7	2	12	21	—	1	16	17	—	5	15	21	—	10	8	43	61
All other parts of the Coast	12	11	14	40	65	—	3	32	43	—	26	53	56	—	13	46	109	164
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	—	—	8
Total on or near the Coasts of the United Kingdom	79	111	101	367	587	31	111	575	717	8	193	480	684	8	197	416	1,402	2,015
On or near the Coasts of British Possessions Abroad	20	115	33	48	106	4	19	17	33	2	19	26	46	—	141	64	—	305
On or near the Coasts of Foreign Countries ..	3	26	31	31	80	—	9	18	27	—	8	5	17	—	32	37	58	137
In Oceans and Seas	19	2	2	—	4	5	4	23	37	6	163	298	454	20	53	158	334	534
Total Abroad	42	143	58	79	281	9	23	63	97	11	176	330	517	20	225	150	472	856
GRAND TOTAL	81	254	167	446	867	40	136	638	814	19	373	790	1,181	28	423	675	1,874	2,871

(b.) Steam Vessels.

Fern Islands to Flamborough Head	—	3	26	32	51	4	5	32	41	1	9	16	26	—	8	40	70	118
Flamborough Head to North Foreland .. .	1	1	15	69	83	4	54	180	238	—	22	56	78	—	6	69	366	400
North Foreland to St. Catherine's Point ..	—	1	12	13	2	6	83	41	—	—	11	35	46	—	2	16	60	80
St. Catherine's Point to Start Point .. .	—	2	1	11	14	—	6	13	—	—	2	17	19	—	3	9	34	45
Start Point to Land's End	—	1	—	7	—	—	14	14	—	—	11	9	20	—	1	11	30	43
Land's End to Hartland Point (including Scilly Isles).	—	1	—	2	3	—	5	10	—	—	6	10	16	—	1	11	17	29
Hartland Point to St. David's Head .. .	1	1	11	37	39	2	18	78	98	—	15	46	61	—	4	44	151	199
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	1	—	11	11	2	8	10	15	—	13	13	25	—	2	16	33	51
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	8	2	28	65	83	1	14	50	65	1	27	64	92	—	7	69	169	245
Cape Wrath to Buchanness	—	2	8	4	14	—	—	2	3	1	5	6	15	—	3	13	15	31
Buchanness to Fern Islands	1	1	16	18	35	4	11	24	39	—	13	17	30	—	5	39	59	104
All other parts of the Coast	1	1	17	34	53	—	15	17	22	—	11	33	44	—	2	34	84	119
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	6	15	121	272	406	19	127	451	597	3	145	313	481	—	43	393	1,036	1,473
On or near the Coasts of British Possessions Abroad	3	28	31	60	122	—	9	38	47	1	9	26	36	—	32	49	138	214
On or near the Coasts of Foreign Countries ..	2	29	69	238	338	—	20	78	109	—	15	48	63	—	33	143	364	540
In Oceans and Seas	4	—	—	—	—	5	31	70	106	1	228	659	768	8	18	269	629	946
Total Abroad	9	57	100	297	—	7	60	148	263	2	253	633	867	8	83	451	1,126	1,606
GRAND TOTAL	15	72	351	579	903	26	186	637	859	5	397	946	1,348	8	126	844	2,162	3,122

(c.) Total.

Fern Islands to Flamborough Head	—	10	37	38	65	5	9	49	63	1	17	27	45	—	16	63	104	173
Flamborough Head to North Foreland .. .	6	22	37	126	185	14	106	417	597	1	73	155	229	—	46	218	696	900
North Foreland to St. Catherine's Point ..	—	6	10	47	63	8	19	72	98	—	24	59	83	—	19	53	178	260
St. Catherine's Point to Start Point .. .	—	2	8	33	43	1	8	19	26	2	7	30	39	—	5	38	62	110
Start Point to Land's End	1	8	1	18	24	1	4	48	63	1	20	35	68	—	8	36	101	135
Land's End to Hartland Point (including Scilly Isles).	—	6	2	8	16	—	6	27	33	1	15	44	60	—	7	29	79	108
Hartland Point to St. David's Head .. .	4	13	31	86	99	9	29	161	199	—	27	95	122	—	25	97	312	424
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	5	7	5	35	47	8	5	38	53	—	34	67	81	—	15	32	118	165
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	11	25	50	168	241	5	25	90	120	2	60	163	215	—	43	185	409	594
Cape Wrath to Buchanness	5	10	19	18	38	—	7	24	31	2	19	20	41	—	17	36	65	116
Buchanness to Fern Islands	2	8	18	30	56	4	12	40	56	1	18	32	51	—	15	48	122	165
All other parts of the Coast	3	12	31	74	117	—	11	53	64	—	37	66	103	—	15	79	193	267
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	—	—	8
Total on or near the Coasts of the United Kingdom	45	128	230	639	945	50	238	1,026	1,314	11	341	773	1,126	8	240	809	2,162	3,467
On or near the Coasts of British Possessions Abroad	23	143	64	117	324	4	21	55	80	3	26	61	82	—	173	113	223	500
On or near the Coasts of Foreign Countries ..	5	55	123	269	446	3	39	86	136	—	20	67	89	—	65	140	423	667
In Oceans and Seas	23	2	2	—	4	10	35	86	143	7	390	655	1,242	29	70	417	954	1,440
Total Abroad	51	300	188	386	774	16	94	240	359	15	428	963	1,404	28	308	770	1,596	2,616
GRAND TOTAL	96	328	418	1,025	1,719	66	332	1,275	1,673	24	769	1,736	2,529	36	548	1,579	4,068	6,083

Note.—Sea Casualties to vessels of the Royal Navy are included in this Table and in Tables 57, 58, 59, and 61, but in no other Table in the Report.

Lives Lost by Sea Casualties to British Vessels of all Kinds.

TABLE 54. Seamen and Passengers Lost by Sea Casualties to British Vessels of all Kinds.—Grand Totals :—Statement showing the Number of LIVES LOST in Vessels of all Kinds, belonging to the UNITED KINGDOM and BRITISH POSSESSIONS ABROAD by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred Abroad, together with the Number of Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities.	Foundering.			Strandings.			Collisions.			Other Causes.			Missing Vessels.			Total.		
	Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.		Vessels in which Lives were Lost.	Lives Lost.	
		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.		Crew.	Passengers.
Fern Islands to Flamborough Head ..	1	—	—	—	—	—	3	—	—	5	7	1	—	—	—	8	10	1
Flamborough Head to North Foreland ..	1	—	—	—	—	—	11	—	—	10	—	—	—	—	—	10	41	—
North Foreland to St. Catherine's Point ..	1	—	—	—	—	—	1	—	—	—	—	—	—	—	—	1	—	—
St. Catherine's Point to Start Point ..	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End ..	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head ..	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire ..	3	5	4	9	1	1	1	1	1	3	5	—	5	—	—	8	13	4
Cape Wrath to Buchanness ..	5	23	—	33	1	1	1	1	1	9	5	—	5	—	—	10	35	—
Buchanness to Fern Islands ..	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast ..	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom ..	15	46	5	61	14	65	15	46	—	46	27	43	8	—	36	79	236	11
On or near the Coasts of British Possessions Abroad ..	6	18	1	17	8	16	1	2	—	2	6	15	—	—	—	21	49	1
On or near the Coasts of Foreign Countries In Oceans and Seas ..	1	3	—	3	4	21	1	22	—	—	1	1	—	—	—	—	25	1
Total Abroad ..	7	21	1	20	12	37	2	24	—	2	7	16	—	—	—	22	74	2
GRAND TOTAL ..	22	67	6	81	26	102	17	70	—	48	34	59	8	—	36	101	310	13

(b.) Lives Lost in Steam Vessels.

Fern Islands to Flamborough Head ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North Foreland to St. Catherine's Point ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head ..	1	4	—	4	1	7	—	7	—	1	18	1	—	—	—	3	21	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cape Wrath to Buchanness ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast ..	1	12	—	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom ..	2	16	—	16	2	14	—	14	—	2	18	1	—	—	—	15	44	12
On or near the Coasts of British Possessions Abroad ..	1	1	—	1	7	13	63	1	—	1	2	4	—	—	—	11	64	—
On or near the Coasts of Foreign Countries In Oceans and Seas ..	1	99	7	106	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Abroad ..	2	100	7	107	—	—	—	—	—	—	—	—	—	—	—	—	—	—
GRAND TOTAL ..	4	16	7	23	2	14	63	1	—	3	19	5	—	—	—	26	108	12

(c.) Total.

Fern Islands to Flamborough Head ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flamborough Head to North Foreland ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North Foreland to St. Catherine's Point ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head ..	1	4	—	4	1	7	—	7	—	1	18	1	—	—	—	3	21	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	1	—	1	1	33	—	33	—	1	19	1	—	—	—	4	65	1
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire ..	3	5	4	9	1	1	—	1	3	3	11	—	5	—	—	10	11	15
Cape Wrath to Buchanness ..	5	23	—	23	1	1	—	1	1	6	—	—	—	—	—	10	35	—
Buchanness to Fern Islands ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast ..	2	18	—	19	3	4	—	4	—	—	—	—	—	—	—	—	—	—
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom ..	17	63	5	67	16	81	—	81	—	24	104	12	—	—	—	94	339	23
On or near the Coasts of British Possessions Abroad ..	7	17	1	18	—	65	13	78	2	2	—	3	8	19	—	32	103	15
On or near the Coasts of Foreign Countries In Oceans and Seas ..	1	3	—	3	11	103	18	131	1	12	—	3	15	3	—	16	122	21
Total Abroad ..	2	40	7	47	1	116	—	118	—	21	80	11	—	—	—	49	145	36
GRAND TOTAL ..	19	103	12	115	17	197	—	199	—	45	184	23	—	—	—	143	484	59

Note.—Lives lost by Sea Casualties to vessels of the Royal Navy are included in this Table and in Table 55, but in no other Table in the Return.

Sea Casualties to Foreign Vessels.

TABLE 55. Totals :—Statement showing the Number and Tonnage of Foreign Vessels of all Kinds to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	9	308	—	—	—	—	9	308
Strandings	52	23,118	50	14,585	2	20,409	128	57,122
Collisions	8	2,308	57	16,837	62	30,225	107	49,331
Other Causes	—	—	34	18,358	58	30,358	90	38,994
TOTAL	69	24,634	141	49,780	174	71,092	344	145,744
(b.) Steam Vessels.								
Foundering	1	43	—	—	—	—	1	43
Strandings	8	10,640	31	18,830	47	22,715	86	60,175
Collisions	4	2,330	41	33,162	71	66,031	116	100,433
Other Causes	—	—	14	10,128	38	24,457	52	34,585
TOTAL	13	12,983	86	62,100	156	113,203	255	185,286
(c.) Total.								
Foundering	10	349	—	—	—	—	10	349
Strandings	60	31,759	61	34,415	108	50,124	121	117,308
Collisions	12	4,459	78	49,979	139	86,316	190	144,754
Other Causes	—	—	48	28,486	96	45,093	144	73,579
TOTAL	82	37,597	187	112,880	330	180,533	599	340,986

Lives Lost by Sea Casualties to Foreign Vessels.

TABLE 56. Seamen and Passengers Lost :—Statement showing the Number of Lives Lost by Sea Casualties which occurred to Foreign Vessels of all Kinds on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to such Vessels on or near the Coasts of British Possessions Abroad, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering	2	11	3	6	9	—	—	—	—	—	2	11	3	6	9
Strandings	9	5,783	49	4	53	1	1,511	—	—	—	10	7,294	50	4	54
Collisions	3	1,068	7	—	7	1	69	7	—	7	4	1,165	14	—	14
Other Causes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	14	6,861	59	10	69	2	1,580	7	—	7	16	8,470	67	10	77
(b.) Lives Lost in Vessels Partially Lost.															
Strandings	1	140	1	—	1	—	—	—	—	—	1	140	1	—	1
Collisions	1	567	1	—	1	—	—	—	—	—	1	567	1	—	1
Other Causes	4	3,672	10	—	10	2	832	6	—	6	6	3,704	16	—	16
TOTAL	6	4,379	12	—	12	2	832	6	—	6	8	4,411	18	—	18
(c.) Total.															
Foundering	2	11	3	6	9	—	—	—	—	—	2	11	3	6	9
Strandings	10	6,350	50	4	54	1	1,511	—	—	—	11	7,861	51	4	55
Collisions	4	1,635	8	—	8	1	69	7	—	7	5	1,732	15	—	15
Other Causes	4	3,672	10	—	10	2	832	6	—	6	6	3,704	16	—	16
TOTAL	20	10,468	71	10	81	4	2,412	14	—	14	24	12,861	86	10	95

Sea Casualties to British and Foreign Vessels.

TABLE 57. Grand Totals.—Vessels of all kinds—British and Foreign:—Statement showing the Number of all BRITISH AND FOREIGN VESSELS to which Sea Casualties occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, together with the Number of British Vessels reported during the same period as having met with Sea Casualties Abroad, and the Number of Foreign Vessels reported as having met with Sea Casualties on or near the Coasts of British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and the LOCALITIES where the Casualties occurred.

(a.) Sailing Vessels.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Localities	Foundering.				Strandings.				Collisions.				Other Causes.				Total.			
	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.	Total Losses.	Total Losses.	Serious Casualties.	Minor Casualties.
Fern Islands to Flamborough Head	1	2	3	6	17	2	6	18	20	—	9	13	21	—	11	18	36	—	56	—
Flamborough Head to North Foreland .. .	5	28	33	69	128	10	63	200	333	—	55	108	164	—	46	150	437	—	633	—
North Foreland to St. Catherine's Point ..	—	8	11	46	65	—	18	47	73	—	20	39	59	—	30	49	133	—	201	—
St. Catherine's Point to Start Point .. .	—	7	9	27	36	—	4	16	23	—	6	13	21	—	4	16	56	—	79	—
Start Point to Land's End	1	7	3	11	21	—	3	5	36	—	9	27	37	—	11	17	74	—	102	—
Land's End to Hartland Point (including Scilly Isles).	—	6	2	7	15	—	1	1	25	—	11	27	38	—	11	14	69	—	94	—
Hartland Point to St. David's Head .. .	3	15	23	32	70	—	16	90	113	—	23	61	84	—	25	69	183	—	270	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	3	8	8	25	33	—	17	30	—	—	13	46	59	—	14	22	63	—	123	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire	6	25	23	117	163	—	13	44	61	—	34	93	128	—	33	70	254	—	363	—
Cape Wrath to Buchanness	5	10	2	16	28	—	7	23	26	—	15	11	27	—	18	24	49	—	89	—
Buchanness to Fern Islands	2	8	3	21	32	—	2	21	27	—	6	30	37	—	13	18	72	—	99	—
All other parts of the Coast	3	12	14	41	67	—	6	36	44	—	26	35	61	—	15	46	117	—	178	—
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	—	—	8	—
Total on or near the Coasts of the United Kingdom	41	136	132	418	688	33	144	634	816	8	328	515	749	8	231	662	1,687	2,300		
On or near the Coasts of British Possessions Abroad	27	142	40	53	225	5	16	90	41	2	23	26	51	—	178	72	99	—	354	—
On or near the Coasts of Foreign Countries ..	3	26	23	31	80	—	9	18	27	—	6	17	23	—	33	37	58	—	127	—
In Oceans and Seas	10	3	2	—	—	4	6	4	28	—	152	296	454	—	20	53	158	—	234	—
Total Abroad	40	170	65	84	319	10	29	98	105	11	180	331	523	20	290	274	481	1,015		
GRAND TOTAL	90	306	197	502	1,003	43	173	700	921	19	408	846	1,271	28	491	776	2,048	3,315		

(b.) Steam Vessels.

Fern Islands to Flamborough Head	—	6	33	27	66	—	7	56	47	—	11	16	23	—	11	51	79	—	141	—
Flamborough Head to North Foreland .. .	1	1	19	80	100	—	74	205	286	—	24	63	87	—	7	117	349	—	476	—
North Foreland to St. Catherine's Point ..	—	1	1	15	17	—	13	40	55	—	14	28	42	—	3	23	83	—	114	—
St. Catherine's Point to Start Point .. .	—	1	1	12	16	—	7	16	18	—	2	19	21	—	4	10	40	—	64	—
Start Point to Land's End	—	1	—	—	—	—	1	16	17	—	13	11	23	—	1	15	36	—	54	—
Land's End to Hartland Point (including Scilly Isles).	—	1	—	3	3	—	6	6	11	—	6	13	18	—	1	11	20	—	32	—
Hartland Point to St. David's Head .. .	1	1	18	32	46	—	23	100	115	—	19	55	74	—	4	55	177	—	286	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	1	12	13	—	5	13	19	—	13	13	26	—	3	18	37	—	58	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire	3	2	31	62	95	—	15	58	76	—	28	68	97	—	8	74	199	—	270	—
Cape Wrath to Buchanness	—	2	8	5	15	—	—	3	9	—	5	13	16	—	3	18	19	—	35	—
Buchanness to Fern Islands	—	1	23	23	46	—	13	37	44	—	13	19	32	—	6	49	66	—	122	—
All other parts of the Coast	1	1	18	34	53	—	6	15	21	—	11	34	45	—	2	33	66	—	123	—
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom	7	20	148	312	480	22	168	620	771	3	158	350	511	—	52	474	1,182	1,708		
On or near the Coasts of British Possessions Abroad	3	31	85	79	142	1	9	40	50	1	10	27	36	—	36	143	233	—	283	—
On or near the Coasts of Foreign Countries ..	2	29	99	283	366	—	23	78	109	—	15	43	63	—	11	111	301	—	423	—
In Oceans and Seas	4	—	—	—	—	5	51	70	106	—	228	559	788	—	6	19	118	—	190	—
Total Abroad	9	60	134	314	508	8	63	188	265	2	233	634	889	6	87	456	1,139	1,679		
GRAND TOTAL	16	80	232	626	988	30	237	708	975	5	411	984	1,400	8	139	930	2,318	3,387		

(c.) Total.

Fern Islands to Flamborough Head	1	14	36	33	63	—	13	64	79	—	20	28	48	—	21	69	115	—	206	—
Flamborough Head to North Foreland .. .	9	27	52	149	238	—	15	156	617	—	79	171	231	—	52	287	788	—	1,155	—
North Foreland to St. Catherine's Point ..	—	6	9	13	61	—	9	31	87	—	34	67	101	—	23	77	215	—	315	—
St. Catherine's Point to Start Point .. .	—	1	8	10	39	—	2	25	36	—	8	33	43	—	8	29	66	—	103	—
Start Point to Land's End	—	1	8	3	20	—	1	6	52	—	21	38	60	—	12	30	110	—	153	—
Land's End to Hartland Point (including Scilly Isles).	—	10	2	9	21	—	1	6	31	—	17	49	67	—	12	25	84	—	126	—
Hartland Point to St. David's Head .. .	4	16	36	64	116	—	39	180	228	—	49	116	159	—	29	117	360	—	506	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	5	8	7	57	52	—	4	29	39	—	25	59	84	—	17	56	125	—	198	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire	11	27	54	179	300	—	23	102	136	—	62	191	225	—	44	199	442	—	632	—
Cape Wrath to Buchanness	5	13	10	21	43	—	7	24	31	—	20	29	49	—	19	37	68	—	124	—
Buchanness to Fern Islands	2	9	26	43	78	—	6	17	48	—	19	49	69	—	18	62	140	—	220	—
All other parts of the Coast	4	13	32	75	120	—	12	58	68	—	37	72	109	—	17	81	203	—	301	—
At Sea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	—	—	8	—
Total on or near the Coasts of the United Kingdom	48	156	280	730	1,166	60	312	1,154	1,411	11	384	885	1,290	8	383	976	2,749	4,008		
On or near the Coasts of British Possessions Abroad	30	173	75	129	377	6	25	90	91	5	33	53	89	—	213	183	242	—	587	—
On or near the Coasts of Foreign Countries ..	5	55	123	369	446	—	36	96	136	—	30	57	80	—	65	180	422	—	667	—
In Oceans and Seas	23	3	3	—	4	10	35	68	143	7	380	835	1,242	23	70	417	833	—	1,440	—
Total Abroad	58	230	199	398	627	18	98	264	370	13	433	965	1,411	28	447	730	1,617	2,634		
GRAND TOTAL	106	386	479	1,128	1,793	78	410	1,408	1,781	24	817	1,830	2,701	36	830	1,706	4,366	6,642		

Note.—Sea Casualties to vessels of the Royal Navy are included in this Table and in Tables 53, 59, 60, and 61, but in no other Table in the Return.

Lives Lost by Sea Casualties to British and Foreign Vessels.

TABLE 58. Seamen and Passengers Lost by Sea Casualties.—Grand Totals:—Statement showing the Total Number of LIVES LOST IN BRITISH AND FOREIGN Vessels by Sea Casualties which occurred to such Vessels on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels Abroad or to Foreign Vessels on or near the Coasts of British Possessions Abroad, together with the Number of Vessels in which the Lives were Lost, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and showing also the Nature of the Casualties and the LOCALITIES where the Loss of Life occurred.

(a.) Lives Lost in Sailing Vessels.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Localities	Foundering.			Strandings.			Collisions.			Other Causes.			Missing Vessels.			Total.		
	Lives Lost.			Lives Lost.			Lives Lost.			Lives Lost.			Lives Lost.			Lives Lost.		
	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.	Vessels in which Lives were Lost.	Crew.	Passengers.
Fern Islands to Flamborough Head..	2	1	—	—	—	—	3	4	—	5	7	1	—	—	—	8	10	1
Flamborough Head to North Foreland	2	3	—	—	—	—	3	3	—	5	14	—	—	—	—	8	16	—
North Foreland to St. Catherine's Point	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End ..	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	5	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cape Wrath to Buchanness ..	6	23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast ..	1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom ..	15	40	5	61	21	104	4	100	18	53	—	53	30	46	8	64	8	287
On or near the Coasts of British Possessions Abroad.	8	18	7	36	11	37	—	37	2	2	—	3	7	19	—	19	—	75
On or near the Coasts of Foreign Countries In Oceans and Seas ..	1	3	—	3	4	21	1	23	—	—	—	—	—	—	—	—	—	20
Total Abroad ..	9	21	—	39	15	58	1	60	2	2	—	3	7	19	—	19	—	95
GRAND TOTAL ..	24	61	5	100	36	162	5	160	20	55	—	56	37	65	8	83	8	382

(b.) Lives Lost in Steam Vessels.

Fern Islands to Flamborough Head..	—	—	—	—	1	9	—	9	—	—	—	—	—	—	—	—	1	9
Flamborough Head to North Foreland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North Foreland to St. Catherine's Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head ..	1	4	—	—	1	7	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cape Wrath to Buchanness ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast ..	1	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom ..	2	16	—	—	2	17	—	17	10	65	12	77	4	17	—	20	—	120
On or near the Coasts of British Possessions Abroad.	1	1	—	—	7	49	13	62	1	—	1	2	4	—	—	—	—	69
On or near the Coasts of Foreign Countries In Oceans and Seas ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Abroad ..	1	1	—	—	7	49	13	62	1	—	1	2	4	—	—	—	—	69
GRAND TOTAL ..	3	17	—	—	9	66	25	79	11	65	13	81	8	17	—	20	—	189

(c.) Total.

Fern Islands to Flamborough Head..	2	7	—	—	1	9	—	9	3	2	—	3	6	7	1	8	—	20
Flamborough Head to North Foreland	2	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North Foreland to St. Catherine's Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Catherine's Point to Start Point ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Start Point to Land's End ..	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Land's End to Hartland Point (including Scilly Isles).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hartland Point to St. David's Head ..	1	4	—	—	1	7	—	—	—	—	—	—	—	—	—	—	—	—
St. David's Head and Carnore Point to Lambay Island and Skerries (Anglesea).	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skerries (Anglesea) and Lambay Island to Fair Head and Mull of Cantire.	3	5	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cape Wrath to Buchanness ..	6	23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Buchanness to Fern Islands ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other parts of the Coast ..	2	18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
At Sea ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total on or near the Coasts of the United Kingdom ..	17	62	5	67	24	121	4	125	20	111	12	130	34	58	8	94	8	422
On or near the Coasts of British Possessions Abroad.	9	20	7	37	18	76	13	89	3	3	1	4	9	23	—	23	—	143
On or near the Coasts of Foreign Countries In Oceans and Seas ..	1	3	—	—	11	103	12	115	1	12	3	15	7	4	—	—	—	143
Total Abroad ..	2	3	—	—	12	113	12	127	4	15	4	20	11	27	—	27	—	286
GRAND TOTAL ..	19	65	5	77	36	234	16	252	24	126	16	150	45	85	8	121	8	708

Note.—Lives lost by Sea Casualties to vessels of the Royal Navy are included in this Table and in Table 64, but in no other Table in the Return.

Collisions at Sea between Vessels of all Kinds at Home and Abroad.

TABLE 59. Collisions at Sea.—Nationality of Vessels (British or Foreign), and whether Sailing or Steam:—Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1901, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on or near the COASTS of BRITISH POSSESSIONS Abroad, showing the Number of Collisions between BRITISH VESSELS, the Number between BRITISH VESSELS and FOREIGN VESSELS, and the Number between FOREIGN VESSELS, and distinguishing Collisions resulting in the TOTAL LOSS of one or both Vessels from those resulting in Partial Loss of both Vessels, and further distinguishing the Collisions on or near the COASTS of the UNITED KINGDOM from those which occurred elsewhere.

Result of Collision.	Collisions between British Vessels.			Collisions between British and Foreign Vessels.				Total Number of Collisions in which British Vessels were involved.	No. of Collisions between Foreign Vessels.	Total of all Collisions.
	Between Sailing Vessels.	Between Steamers.	Between a Sailing Vessel and a Steamer.	Between a British Sailing Vessel and a Foreign Sailing Vessel.	Between a British Steamer and a Foreign Sailing Vessel.	Between a British Sailing Vessel and a Foreign Steamer.	Between a British Steamer and a Foreign Steamer.			
At Home	Total loss ..	3	13	30	2	7	6	5	1	57
	Partial damage ..	211	135	175	31	41	28	44	23	687
	Total ..	214	148	205	33	48	34	49	25	744
Abroad	Total loss ..	—	3	6	1	1	2	4	1	18
	Partial damage ..	15	41	29	24	68	8	50	—	240
	Total ..	15	44	35	25	69	10	54	1	258
Grand Total	Total loss ..	3	16	36	3	8	8	9	2	75
	Partial damage ..	226	176	204	55	109	36	100	23	937
	Total ..	229	192	240	58	117	44	109	24	1,008

Note.—As collisions sometimes occur in which both the vessels are totally lost, the number of collisions resulting in total loss as shown in this Table will not be found to correspond with the actual number of vessels totally lost by collision.

Collisions at Sea.

TABLE 60. Time of Collisions, i.e., Day or Night:—Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1901, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on or near the COASTS of BRITISH POSSESSIONS Abroad, distinguishing Collisions by DAY from Collisions by NIGHT, and further distinguishing Collisions happening with both Vessels under Weigh from those happening with one Vessel under Weigh and the other at Anchor, and Collisions arising between Vessels at Anchor, &c.

Time and Result of Collision.	Collisions between Two Steam Vessels.		Collisions between Two Sailing Vessels.		Collisions between a Steam Vessel and a Sailing Vessel.		Collisions between Vessels at Anchor or Moorings.	Total.
	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	One under Weigh and One at Anchor.	Both under Weigh.	Steam Vessel under Weigh and Sailing Vessel at Anchor.		
Day	Total loss ..	9	—	1	1	11	1	25
	Partial damage ..	186	47	79	46	97	25	464
	Total ..	195	47	80	47	108	26	489
Night	Total loss ..	13	2	4	1	20	1	50
	Partial damage ..	95	35	56	43	118	57	480
	Total ..	108	37	60	44	138	58	530
TOTAL.								
Total loss ..	22	2	5	5	21	2	2	75
Partial damage ..	186	82	135	89	215	83	104	937
Total ..	208	84	140	94	236	84	106	1,008

Note.—In 3 cases of collision between vessels under weigh resulting in total loss, and in 66 cases resulting in partial damage, one or both of the vessels were fishing vessels with trawls or nets down. Of these 72 collisions, 30 occurred in daylight and 42 at night.

Collisions at Sea.

TABLE 61. Collisions.—Causes as far as reported:—Statement showing the NUMBER of COLLISIONS which occurred on or near the COASTS of the UNITED KINGDOM during the Year ended 30th June 1901, or were reported during the same period as having occurred to BRITISH VESSELS Abroad, or to FOREIGN VESSELS on or near the COASTS of BRITISH POSSESSIONS Abroad, showing also, when known, the CAUSES to which the Collisions were attributed.

Result of Collision.	Parting Cables, Dragging Anchors, Breaking Sheet, and Fouling.	Missing Stays.	Anchoring in a Foul Berth.	Want of Sea Room, or Crowded Navigation.	Thick and Foggy Weather.	Bad Look-out.	Neglecting to show Lights.	Neglect or Misapprehension of Steering and Running Rules.	Error of Pilot.	Want of Seaman-ship.	General Negligence and want of Caution.	Inevitable Accident.	Error in Judgment.	Cause Unknown.	Total.
Total loss ..	3	—	—	1	—	6	3	15	2	—	14	4	4	13	75
Partial damage ..	226	7	10	37	31	87	35	75	22	4	98	111	124	168	937
Total ..	229	7	10	38	31	93	38	90	24	4	110	115	128	180	1,008

Sea Casualties.—Lives Saved from Vessels of all Kinds at Home and Abroad.

TABLE 62. Lives Saved at Home :—Statement showing the NUMBER of LIVES SAVED from SHIPWRECK on or near the COASTS of the UNITED KINGDOM during the Forty-five Years ended 30th June 1901, distinguishing the MEANS by which they were saved.

By what Means saved.	1856-57.	1857-58.	1858-59.	1859-60.	1860-61.	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.
By Rocket and Mortar Apparatus, and assistance with ropes, &c., from shore.*	363	149	154	407	411	415	256	347	490	527	310	333	208	715	175	356	501	817	269	200			
By Life-boats	634	120	220	367	771	532	291	472	293	480	378	377	504	532	548	548	548	548	548	548	548	548	548
By Luggers, Coast-guard Boats, and Small Craft.	606	663	878	681	467	371	114	424	338	385	843	317	383	500	265	582	309	511	508	484	354	228	
By Ships and Steam-boats ..	587	244	622	789	858	919	1,319	1,583	1,003	1,000	966	1,080	719	714	1,083	900	647	518	440	967	740	1,138	635
By Ships' own Boats	—	—	—	—	1,425	1,239	1,436	1,459	2,193	1,902	2,022	2,067	2,795	1,737	1,888	1,522	1,644	1,850	1,673	1,619	1,535		
By Life-buoys and Appliances kept on board.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
By Individual Exertion	21	17	16	9	11	27	6	10	22	7	13	6	8	2	—	—	—	—	—	—	—	—	—
By other Means	—	—	—	—	1902	386	531	232	374	705	660	561	450	246	588	221	379	253	324	224	182		
TOTAL	1,111	1,213	1,890	3,184	4,866	3,875	4,105	4,599	3,894	5,006	5,782	5,156	4,496	4,501	6,496	3,933	4,774	5,337	4,358	4,725	4,071	3,292	
	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-1901.	
By Rocket and Mortar Apparatus, and assistance with ropes &c., from shore.*	163	809	407	603	396	108	230	366	262	261	192	259	207	458	341	142	196	242	303	283			
By Life-boats	323	633	475	625	531	152	184	374	536	300	325	356	817	235	535	406	405	414	419	478	390	347	
By Luggers, Coast-guard Boats, and Small Craft.	235	366	441	420	371	187	159	254	120	120	350	106	404	504	253	193	143	200	172	357			
By Ships and Steam-boats ..	632	1,028	1,133	477	596	732	656	853	767	829	675	781	708	632	875	901	689	625	561	740	575		
By Ships' own Boats	1,418	2,006	1,452	3,530	1,964	1,010	1,512	1,134	1,084	1,465	1,144	1,111	1,125	855	1,142	1,141	973	1,092	1,034	737			
By Life-buoys and Appliances kept on board.	—	8	7	—	—	—	1	—	3	—	—	19	43	21	4	—	5	1	14	14	—		
By Individual Exertion	2	—	—	—	10	4	3	4	—	8	8	2	—	5	1	3	4	3	—	—	—		
By other Means	102	201	131	116	125	131	73	73	43	268	24	56	244	11	115	115	33	39	32	71			
TOTAL	2,923	5,071	4,068	4,778	3,293	2,304	2,819	3,168	2,702	3,740	2,488	2,922	3,786	3,181	3,263	3,796	2,397	2,679	2,765	2,388			

* These figures include all Lives saved by Rocket Apparatus, Ropes, and similar assistance from shore, whether rendered by the Life Saving Parties or others.

† No record kept for previous years.

TABLE 63. Lives Saved Abroad :—Statement showing the NUMBER of LIVES SAVED from SHIPWRECK Abroad reported during the Twenty-three Years ended 30th June 1901, distinguishing the MEANS by which they were saved, and further distinguishing in the last year the Lives saved on the COASTS of BRITISH POSSESSIONS Abroad from the Lives saved on the COASTS of FOREIGN COUNTRIES, and from the Lives saved at SEA.

	By Rocket Apparatus and Assistance with Ropes, &c. from Shore.	By Life-boats.	By Luggers and small Craft.	By Ships and Steam-boats.	By Ships' own Boats.	By Life-buoys and Appliances kept on board.	By Individual Exertion.	By other Means.	TOTAL.
Lives saved from British and Foreign Vessels on or near the Coasts of British Possessions Abroad.	60	38	356	180	2,425	—	—	173	3,200
Lives saved from British Vessels on or near the Coasts of Foreign Countries.	13	76	72	96	1,004	63	—	94	1,406
Lives saved from British Vessels at Sea.	—	—	31	339	97	—	—	3	470
Total for 1900-1901	83	114	459	628	3,526	63	—	270	5,136
Total for 1899-1900	48	74	604	1,065	3,406	6	—	156	5,099
Total for 1898-99	101	123	155	1,406	2,405	2	—	153	4,364
Total for 1897-98	205	83	138	1,096	2,377	54	—	90	4,033
Total for 1896-97	65	108	384	1,044	2,941	15	1	102	4,690
Total for 1895-96	398	155	1,092	1,632	2,943	—	5	505	6,700
Total for 1894-95	70	90	153	1,418	2,906	28	1	496	4,875
Total for 1893-94	64	174	1,324	1,543	2,326	10	2	129	5,470
Total for 1892-93	51	55	178	1,379	4,053	90	—	91	5,891
Total for 1891-92	104	150	484	1,242	4,050	10	9	182	6,191
Total for 1890-91	206	126	346	1,242	2,928	—	—	87	4,833
Total for 1889-90	216	158	264	1,746	2,869	—	—	257	5,533
Total for 1888-89	295	166	296	894	2,741	—	—	367	4,779
Total for 1887-88	294	34	218	1,584	3,367	9	7	369	5,853
Total for 1886-87	310	134	324	1,944	3,977	5	6	375	6,865
Total for 1885-86	198	85	768	2,821	4,907	—	—	693	9,473
Total for 1884-85	49	105	263	1,006	5,799	65	—	942	8,228
Total for 1883-84	333	336	469	1,907	4,066	4	—	814	7,621
Total for 1882-83	337	131	851	1,806	5,433	21	2	268	8,346
Total for 1881-82	359	196	507	2,355	5,257	1	10	406	9,073
Total for 1880-81	234	84	738	1,457	3,776	11	3	329	6,633
Total for 1879-80	213	106	637	2,194	4,791	50	8	291	8,283
Total for 1878-79	224	76	795	2,439	5,216	—	—	1,000	9,859

Shipping Casualties in Rivers and Harbours.

TABLE 64. Totals:—Statement showing the Number and Tonnage of Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	15	9,592	88	39,874	103	49,466
Collisions	7	400	79	14,354	115	83,895	531	98,649
Other Causes	1	39	12	9,220	39	10,301	52	19,560
TOTAL	8	439	106	33,166	572	134,070	686	167,675
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	125	162,755	465	590,759	590	753,514
Collisions	—	—	164	159,278	836	774,411	990	933,689
Other Causes	1	622	51	64,820	138	182,434	190	247,876
TOTAL	1	622	340	386,853	1,429	1,547,604	1,770	1,935,079
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	140	172,347	553	630,633	693	802,920
Collisions	7	400	243	173,632	1,271	858,306	1,521	1,032,338
Other Causes	2	661	63	74,040	177	192,735	242	267,436
TOTAL	9	1,061	446	420,019	2,001	1,681,674	2,456	2,102,754

Shipping Casualties in Rivers and Harbours.

TABLE 65. Home and Foreign Trades :—Statement showing the Number and Tonnage of Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties, and whether the Vessels were engaged in the HOME or the FOREIGN TRADE.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

(a.) Sailing Vessels.

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(1.) HOME TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	7	400	10	778	66	5,873	76	6,651
Collisions	1	30	74	4,961	460	20,418	487	24,699
Other Causes	—	—	5	434	34	3,100	40	3,534
TOTAL	8	430	89	5,913	500	29,391	603	35,734
(2.) FOREIGN TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	5	3,314	22	24,001	27	27,315
Collisions	—	—	5	9,506	39	54,480	44	63,986
Other Causes	—	—	7	8,796	5	7,196	12	15,992
TOTAL	—	—	17	21,616	66	85,677	83	105,303
(3.) TOTAL.								
Foundering	—	—	—	—	—	—	—	—
Strandings	7	400	15	9,592	88	89,874	103	99,466
Collisions	1	30	79	14,354	445	84,996	531	99,448
Other Causes	—	—	12	9,230	39	10,391	51	19,596
TOTAL	8	430	106	23,176	672	104,661	684	128,570

(b.) Steam Vessels.

(1.) HOME TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	44	12,658	146	47,778	190	60,436
Collisions	—	—	83	29,802	478	157,550	561	187,352
Other Causes	—	—	20	5,357	48	15,878	68	21,235
TOTAL	—	—	147	47,817	672	221,206	819	269,023
(2.) FOREIGN TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	81	150,087	319	543,982	400	693,078
Collisions	—	—	89	129,476	350	617,055	439	746,531
Other Causes	1	632	31	50,589	90	186,556	122	237,167
TOTAL	1	632	191	329,152	759	1,347,693	961	1,676,776
(3.) TOTAL.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	125	162,765	465	690,760	590	753,514
Collisions	—	—	162	159,278	828	774,611	990	933,889
Other Causes	1	632	51	64,830	138	182,434	190	247,876
TOTAL	1	632	340	386,873	1,431	1,547,804	1,770	1,939,279

(c.) Total.

(1.) HOME TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	7	400	54	13,432	212	53,651	266	67,067
Collisions	1	30	25	34,653	83	190,771	109	225,454
Other Causes	—	—	25	5,881	92	18,983	117	24,764
TOTAL	8	430	104	53,966	387	263,405	492	317,285
(2.) FOREIGN TRADE.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	86	158,911	341	676,952	427	735,863
Collisions	—	—	87	139,979	389	617,055	476	746,531
Other Causes	1	632	38	60,569	95	177,135	133	263,733
TOTAL	1	632	211	359,459	825	1,471,142	1,036	1,746,327
(3.) TOTAL.								
Foundering	—	—	—	—	—	—	—	—
Strandings	7	400	140	172,347	653	807,813	893	892,929
Collisions	—	—	162	173,632	1,217	858,506	1,511	1,033,338
Other Causes	1	632	83	74,040	177	182,735	240	267,436
TOTAL	8	1,032	440	420,019	2,047	1,848,054	2,644	2,193,703

Shipping Casualties in Rivers and Harbours.

TABLE 66. Totals:—Statement showing the Number and Tonnage of Seagoing Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	610	3	707	10	5,135	14	6,452
Collisions	1	44	6	909	24	5,544	31	6,497
Other Causes	2	1,160	1	66	4	1,153	7	2,379
TOTAL	4	1,814	10	1,682	38	11,832	52	15,328
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	2,134	4	3,785	5	4,909	10	10,828
Collisions	—	—	3	1,518	22	17,696	25	19,214
Other Causes	2	498	2	222	4	1,494	8	2,284
TOTAL	3	2,632	9	5,595	31	24,099	43	32,326
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	2	2,744	7	4,492	15	10,044	24	17,280
Collisions	1	44	9	2,427	46	23,240	56	25,711
Other Causes	4	1,658	3	358	8	2,647	15	4,663
TOTAL	7	4,446	19	7,277	69	35,931	93	47,654

Shipping Casualties in Rivers and Harbours.

TABLE 67. Totals :—Statement showing the Number and Tonnage of River Craft registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	3	150	—	—	—	—	3	150
Strandings	1	34	7	368	1	107	9	509
Collisions	7	530	37	1,908	56	3,264	100	5,502
Other Causes	—	—	6	310	4	225	10	535
TOTAL	11	513	50	2,606	61	3,607	122	6,775
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	30	2	115	11	616	14	761
Collisions	1	15	18	1,400	84	11,982	103	13,403
Other Causes	—	—	5	165	4	310	9	575
TOTAL	2	51	25	1,740	99	12,907	136	14,804
(c.) Total.								
Foundering	3	150	—	—	—	—	3	150
Strandings	2	70	9	483	12	722	23	1,275
Collisions	8	545	55	3,454	140	15,946	103	19,463
Other Causes	—	—	11	475	8	435	19	911
TOTAL	13	665	75	4,412	160	16,404	245	21,579

Shipping Casualties in Rivers and Harbours.

TABLE 68. Totals :—Statement showing the Number and Tonnage of River Craft registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	1	30	—	—	—	—	1	30
Strandings	2	666	3	196	—	—	4	862
Collisions	—	—	1	530	3	225	3	543
Other Causes	—	—	1	503	—	—	1	503
TOTAL	3	694	4	915	2	225	9	1,735
(b.) Steam Vessels.								
Foundering	3	100	—	—	—	—	3	100
Strandings	1	722	3	753	3	779	6	2,246
Collisions	—	—	5	305	9	617	12	919
Other Causes	3	685	1	108	2	515	6	1,308
TOTAL	6	1,515	6	1,156	11	1,904	25	4,576
(c.) Total.								
Foundering	3	100	—	—	—	—	3	100
Strandings	3	1,378	4	949	2	772	9	2,099
Collisions	—	—	4	616	11	940	15	1,556
Other Causes	3	685	3	410	2	515	7	1,610
TOTAL	9	2,163	11	1,974	15	2,147	35	6,900

Shipping Casualties in Rivers and Harbours.

TABLE 69. Totals :—Statement showing the Number and Tonnage of Unregistered Seagoing Vessels belonging to the United Kingdom (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Totals.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	3	98	—	—	3	98
Collisions	—	—	2	3,825	19	1,221	21	5,046
Other Causes	—	—	—	—	—	—	—	—
TOTAL	—	—	5	3,923	19	1,221	24	5,144
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	1	25	1	22	2	47
Collisions	—	—	—	—	25	9,831	25	9,831
Other Causes	—	—	1	20	1	40	2	60
TOTAL	—	—	2	45	27	9,893	29	9,938
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	4	123	1	22	5	145
Collisions	—	—	2	3,825	44	11,052	46	14,877
Other Causes	—	—	1	20	1	40	2	60
TOTAL	—	—	7	3,968	46	11,114	53	15,082

Note.—Three casualties were reported during 1900-1901 as having occurred in rivers and harbours to unregistered sea-going vessels belonging to British Possessions Abroad. A steam vessel of 50 tons received minor damage by stranding, while two sailing vessels of 346 tons and 170 tons respectively received minor damage by collision.

Shipping Casualties in Rivers and Harbours.

TABLE 70. Totals:—Statement showing the Number and Tonnage of Unregistered River Craft belonging to the United Kingdom (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	3	180	—	—	—	—	3	180
Strandings	—	—	5	204	8	481	13	685
Collisions	10	586	90	5,758	233	15,519	333	21,863
Other Causes	—	—	10	586	6	221	16	977
TOTAL	13	766	105	6,648	247	16,291	365	23,705
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	4	105	4	105
Collisions	1	50	10	383	7	255	18	599
Other Causes	—	—	3	43	3	105	6	148
TOTAL	1	50	13	426	14	476	22	952
(c.) Total.								
Foundering	3	180	—	—	—	—	3	180
Strandings	—	—	5	204	12	586	17	790
Collisions	11	636	100	6,141	240	15,785	351	22,562
Other Causes	—	—	13	729	9	396	22	1,125
TOTAL	14	816	118	7,074	261	16,767	393	24,657

Shipping Casualties in Rivers and Harbours.

TABLE 71. Totals:—Statement showing the Number and Tonnage of **Unregistered River Craft belonging to British Possessions Abroad** (exclusive of Yachts and Fishing Vessels) to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	150	—	—	—	—	1	150
Collisions	1	80	4	186	11	780	16	1,046
Other Causes	—	—	1	100	—	—	1	100
TOTAL	2	230	5	286	11	780	16	1,266
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	—	—	—	—
Collisions	1	5	1	30	4	435	6	469
Other Causes	—	—	—	—	1	50	1	50
TOTAL	1	5	1	30	5	475	7	519
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	150	—	—	—	—	1	150
Collisions	2	85	5	216	15	1,205	23	1,506
Other Causes	—	—	1	100	1	50	2	150
TOTAL	3	235	6	316	16	1,265	26	1,265

Shipping Casualties in Rivers and Harbours.

TABLE 72. Totals:—Statement showing the Number and Tonnage of **Yachts and Pleasure Boats belonging to the United Kingdom** to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	10	1	5	2	5	4	20
Collisions	2	31	9	144	11	274	23	449
Other Causes	—	—	1	41	1	19	2	60
TOTAL	4	41	11	190	14	298	29	539
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	—	—	1	124	1	124
Collisions	—	—	4	50	6	413	10	463
Other Causes	—	—	1	8	—	—	1	8
TOTAL	—	—	5	58	7	536	12	604
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	10	1	5	3	129	5	144
Collisions	2	31	13	194	17	687	33	911
Other Causes	—	—	1	49	1	19	2	68
TOTAL	3	41	15	248	21	834	41	1,123

Note.—No casualties were reported during 1900-1901 as having occurred in rivers and harbours to yachts and pleasure boats belonging to British Possessions Abroad.

Shipping Casualties in Rivers and Harbours.

TABLE 73. Totals:—Statement showing the Number and Tonnage of **Fishing Vessels** belonging to the United Kingdom to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	5	1	115	5	195	11	315
Collisions	1	5	13	210	127	4,212	141	4,530
Other Causes	—	—	9	315	8	104	12	419
TOTAL	2	10	23	740	139	4,511	164	5,267
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	2	30	9	303	11	400
Collisions	—	—	2	61	62	2,108	64	3,100
Other Causes	—	—	3	121	5	525	9	456
TOTAL	—	—	7	203	77	3,820	84	4,004
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	5	3	201	15	578	23	704
Collisions	1	5	15	277	189	7,220	205	7,703
Other Causes	—	—	12	436	9	429	21	875
TOTAL	2	10	33	1,014	213	8,237	248	9,261

Note.—No casualties were reported during 1900-1901 as having occurred in Rivers and Harbours to Fishing Vessels belonging to British Possessions Abroad.

Shipping Casualties in Rivers and Harbours.

TABLE 74. Totals:—Statement showing the Number and Tonnage of **Foreign Vessels** of all kinds to which Casualties occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties in Rivers and Harbours in British Possessions Abroad, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
(a.) Sailing Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	180	9	3,653	31	14,172	41	18,012
Collisions	—	—	11	5,493	62	30,001	73	45,194
Other Causes	—	—	1	94	4	1,708	5	1,800
TOTAL	1	180	21	9,239	97	55,880	119	64,906
(b.) Steam Vessels.								
Foundering	—	—	—	—	—	—	—	—
Strandings	—	—	11	10,412	40	40,781	51	51,193
Collisions	—	—	31	34,401	184	163,191	236	190,003
Other Causes	—	—	3	7,130	12	14,553	20	21,780
TOTAL	—	—	45	52,043	236	217,625	306	269,004
(c.) Total.								
Foundering	—	—	—	—	—	—	—	—
Strandings	1	180	20	14,064	71	54,953	93	69,206
Collisions	—	—	52	39,884	246	201,882	298	241,900
Other Causes	—	—	9	7,230	16	16,356	25	23,580
TOTAL	1	180	81	61,278	333	273,194	419	334,686

Lives Lost by Shipping Casualties in Rivers and Harbours.

TABLE 75. Seamen and Passengers Lost in Rivers and Harbours.—Grand Totals:—
Statement showing the Number of Lives Lost in British and Foreign Vessels of all Kinds by Casualties which occurred to such Vessels in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to Foreign Vessels in Rivers and Harbours of British Possessions Abroad, distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost, and showing also the Nature of the Casualties and the Number and Description of the Vessels in which the Lives were Lost.
(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

(a.) Lives Lost in Sailing Vessels.

Description of the Vessels.	Foundering.		Strandings.		Collisions.		Other Causes.		Missing Vessels.		Total.		
	Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.		Lives Lost.		
	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.	Vessels in which Lives were Lost.	Crew.	Total.
(1.) LIVES LOST IN VESSELS TOTALLY LOST.													
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	1	1	—	—	—	—	1	1	1
River Craft registered in the United Kingdom	—	—	—	—	2	2	—	—	—	—	2	2	2
Unregistered River Craft belonging to the United Kingdom..	—	—	—	—	1	1	—	—	—	—	1	1	1
TOTAL	—	—	—	—	4	4	—	—	—	—	4	4	4
(2.) LIVES LOST IN VESSELS PARTIALLY LOST.													
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	—	—	1	1	—	—	1	1	1
Unregistered River Craft belonging to the United Kingdom..	—	—	—	—	—	—	1	1	—	—	1	1	1
Unregistered River Craft belonging to British Possessions Abroad.	—	—	—	—	—	—	1	1	—	—	1	1	1
Fishing Vessels belonging to the United Kingdom	—	—	—	—	—	—	2	2	1	—	2	2	3
Foreign Vessels	—	—	—	—	1	2	—	—	—	—	1	2	3
TOTAL	—	—	—	—	1	3	5	5	1	—	6	6	9
(3.) TOTAL.													
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	1	1	1	1	—	—	2	2	2
River Craft registered in the United Kingdom	—	—	—	—	2	2	—	—	—	—	2	2	2
Unregistered River Craft belonging to the United Kingdom	—	—	—	—	1	1	1	1	—	—	2	2	2
Unregistered River Craft belonging to British Possessions Abroad.	—	—	—	—	—	—	1	1	—	—	1	1	1
Fishing Vessels belonging to the United Kingdom	—	—	—	—	—	—	2	2	1	—	2	2	3
Foreign Vessels	—	—	—	—	1	2	—	—	—	—	1	2	3
TOTAL	—	—	—	—	5	7	5	5	1	—	10	12	19

(b.) Lives Lost in Steam Vessels.

(1.) LIVES LOST IN VESSELS TOTALLY LOST.													
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	—	—	1	1	2	—	—	1	3
River Craft registered in British Possessions Abroad	1	1	2	—	—	—	—	—	—	—	—	1	3
TOTAL	1	1	2	—	—	—	1	1	2	—	—	2	6
(2.) LIVES LOST IN VESSELS PARTIALLY LOST.													
Seagoing Merchant Vessels registered in the United Kingdom	—	—	—	—	2	2	10	9	7	—	—	13	28
Unregistered Seagoing Vessels belonging to the United Kingdom.	—	—	—	—	—	—	1	2	—	—	—	1	2
Foreign Vessels	—	—	—	—	—	—	2	6	—	—	—	2	6
TOTAL	—	—	—	—	2	2	13	17	7	—	—	15	36

Lives Lost by Shipping Casualties in Rivers and Harbours.

TABLE 75. Seamen and Passengers Lost in Rivers and Harbours—cont.

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Description of the Vessels.	Foundering.		Stranding.		Collisions.		Other Causes.		Missing Vessels.		Total.	
	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.	Vessels in which Lives were Lost.	Lives Lost.
		Crew. Passengers.		Crew. Passengers.		Crew. Passengers.		Crew. Passengers.		Crew. Passengers.		Crew. Passengers. Total.

(b.) Lives Lost in Steam Vessels—continued.

	(a.) TOTAL.											
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	2	2	—	11	10	9	—	—
River Craft registered in British Possessions Abroad	1	1	2	—	—	—	—	—	—	—	—	—
Unregistered Seagoing Vessels belonging to the United Kingdom.	—	—	—	—	—	—	—	1	2	—	—	—
Foreign Vessels	—	—	—	—	—	—	—	2	6	—	—	—
TOTAL	1	1	2	—	2	2	—	14	18	9	—	—

(c.) Total.

	(1.) LIVES LOST IN VESSELS TOTALLY LOST.											
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	1	1	—	1	1	2	—	—
River Craft registered in the United Kingdom	—	—	—	—	2	2	—	—	—	—	—	—
River Craft registered in British Possessions Abroad	1	1	2	—	—	—	—	—	—	—	—	—
Unregistered River Craft belonging to the United Kingdom.	—	—	—	—	1	1	—	—	—	—	—	—
TOTAL	1	1	2	—	4	4	—	1	1	4	—	—
	(2.) LIVES LOST IN VESSELS PARTIALLY LOST.											
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	2	2	—	11	10	7	—	—
Unregistered Seagoing Vessels belonging to the United Kingdom.	—	—	—	—	—	—	—	1	2	—	—	—
Unregistered River Craft belonging to the United Kingdom..	—	—	—	—	—	—	—	1	1	—	—	—
Unregistered River Craft belonging to British Possessions Abroad.	—	—	—	—	—	—	—	1	1	—	—	—
Fishing Vessels belonging to the United Kingdom	—	—	—	—	—	—	—	2	2	1	—	—
Foreign Vessels	—	—	—	—	1	3	—	2	6	—	—	—
TOTAL	—	—	—	—	3	5	—	18	22	8	—	—
	(3.) TOTAL.											
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Seagoing Merchant Vessels registered in the United Kingdom.	—	—	—	—	3	3	—	12	11	9	—	—
River Craft registered in the United Kingdom	—	—	—	—	2	2	—	—	—	—	—	—
River Craft registered in British Possessions Abroad	1	1	2	—	—	—	—	—	—	—	—	—
Unregistered Seagoing Vessels belonging to the United Kingdom.	—	—	—	—	—	—	—	1	2	—	—	—
Unregistered River Craft belonging to the United Kingdom.	—	—	—	—	1	1	—	1	1	—	—	—
Unregistered River Craft belonging to British Possessions Abroad.	—	—	—	—	—	—	—	1	1	—	—	—
Fishing Vessels belonging to the United Kingdom	—	—	—	—	—	—	—	2	2	1	—	—
Foreign Vessels	—	—	—	—	1	3	—	2	6	—	—	—
TOTAL	1	1	2	—	7	9	—	19	23	10	—	—

* Includes 4 Lancars.

Deaths in Rivers and Harbours.

TABLE 76. Deaths in Rivers and Harbours from all Causes.—Grand Totals :—Statement showing the Total Number of Deaths in Rivers and Harbours in Seagoing Vessels registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from :—

- (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1900–1901, or were reported during that period as having occurred in Rivers and Harbours Abroad ;
- (2.) Accidents other than Wreck or Casualty reported during 1900–1901 ;
- (3.) Disease, Murder, Suicide, &c. reported during 1900–1901 ;
- distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Lives Lost in Sailing Vessels.			Lives Lost in Steam Vessels.			Total.		
	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.
(a.) Deaths in the Home Trade.									
Wrecks of, and Casualties to, the Vessels.	1	—	—	3	—	—	4	—	—
Accidents other than Wreck or Casualty.	34	—	—	66	—	1	100	—	1
Disease, Murder, Homicide, Suicide, and Unknown Causes.	18	—	—	30	—	4	48	—	4
TOTAL	53	—	—	99	—	5	152	—	5
(b.) Deaths in the Foreign Trade.									
Wrecks of, and Casualties to, the Vessels.	1	—	—	5	4	9	6	4	2
Accidents other than Wreck or Casualty.	37	—	1	202	22	5	239	22	6
Disease, Murder, Homicide, Suicide, and Unknown Causes.	85	—	7	386	131	134	471	131	141
TOTAL	123	—	8	593	157	148	716	157	156
(c.) Total.									
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	2	—	—	8	4	9	10	4	9
Accidents other than Wreck or Casualty.	71	—	1	268	22	6	339	22	7
Disease, Murder, Homicide, Suicide, and Unknown Causes.	103	—	7	416	131	138	519	131	145
TOTAL	176	—	8	692	157	153	868	157	161

Note.—As regards river craft registered in the United Kingdom, 2 persons (crew) were reported in 1900–1901 as lost by casualties to such vessels, 2 (crew) by accidents other than casualty, and 4 (crew) by disease &c.

Deaths in Rivers and Harbours.

TABLE 77. Deaths in Rivers and Harbours from all Causes.—Grand Totals :—
Statement showing the Total Number of Deaths in Rivers and Harbours in Seagoing Vessels registered in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered) arising from :—

- (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1900-1901, or were reported during that period as having occurred in Rivers and Harbours Abroad ;
- (2.) Accidents other than Wreck or Casualty reported during 1900-1901 ;
- (3.) Disease, Murder, Suicide, &c. reported during 1900-1901 ;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.	Masters and Seamen.	Lascars.	Passengers.
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	—	—	—	—	—	—	—	—	—
Accidents other than Wreck or Casualty.	6	—	—	9	2	—	15	2	—
Disease, Murder, Homicide, Suicide, and Unknown Causes.	37	1	—	12	4	17	49	5	17
TOTAL	43	1	—	21	6	17	64	7	17

Deaths in Rivers and Harbours.

TABLE 78. Deaths in Rivers and Harbours from all Causes :—Statement showing the Total Number of Deaths in Rivers and Harbours in Fishing Vessels belonging to the United Kingdom arising from :—

- (1.) Shipping Casualties which occurred in Rivers and Harbours of the United Kingdom during the Year 1900-1901, or were reported during that period as having occurred in Rivers and Harbours Abroad ;
- (2.) Accidents other than Wreck or Casualty reported during 1900-1901 ;
- (3.) Disease, Murder, Suicide, &c. reported during 1900-1901 ;

distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and the Deaths of Seamen from the Deaths of Passengers.

Cause of Death.	Deaths in Sailing Vessels.		Deaths in Steam Vessels.		Total.	
	Crew.	Passengers.	Crew.	Passengers.	Crew.	Passengers.
Wrecks of, and Casualties to, the Vessels.—(See Table 75.)	2	1	—	—	2	1
Accidents other than Wreck or Casualty.	7	—	6	—	13	—
Disease, Murder, Homicide, Suicide, and Unknown Causes.	3	—	7	—	10	—
TOTAL	12	1	13	—	25	1

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 79. Grand Totals.—Shipping Casualties everywhere :—Statement showing the Number and Tonnage of Vessels Registered in the United Kingdom under the Merchant Shipping Acts (exclusive of Yachts, Fishing Vessels, and River Craft so registered) which met with Casualties on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 1 and 64.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	21	8,168	—	—	—	—	21	8,168
Strandings	76	23,545	98	38,372	322	102,823	496	164,740
Collisions	29	3,535	152	34,577	756	147,731	937	185,843
Other Causes	10	11,633	198	156,876	544	286,338	752	454,847
Missing Vessels	18	19,223	—	—	—	—	18	19,223
TOTAL	154	66,104	448	229,825	1,622	536,892	2,224	832,821
(b.) Steam Vessels.								
Foundering	12	5,818	—	—	—	—	12	5,818
Strandings	43	57,420	330	404,401	941	1,153,014	1,314	1,614,835
Collisions	18	14,014	320	333,192	1,235	1,200,216	1,573	1,547,422
Other Causes	3	2,403	360	489,739	934	1,311,107	1,297	1,803,249
Missing Vessels	5	5,634	—	—	—	—	5	5,634
TOTAL	81	85,289	1,010	1,227,332	3,110	3,664,337	4,201	4,976,958
(c.) Total.								
Foundering	33	13,986	—	—	—	—	33	13,986
Strandings	119	80,965	428	442,773	1,263	1,255,837	1,810	1,779,575
Collisions	47	17,549	472	367,769	1,991	1,347,947	2,510	1,733,265
Other Causes	13	14,036	558	646,615	1,478	1,597,445	2,049	2,258,096
Missing Vessels	23	24,857	—	—	—	—	23	24,857
TOTAL	235	151,393	1,458	1,457,157	4,732	4,201,229	6,425	5,809,779

Deaths at Sea and in Rivers and Harbours.

TABLE 80. Deaths from all Causes everywhere.—Grand Totals :—Statement showing the Total Number of Deaths everywhere in **Seagoing Vessels registered in the United Kingdom** under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered), arising from :—

- (1.) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom, or were reported from Abroad during the Year 1900–1901 ;
- (2.) Accidents other than Wreck or Casualty reported during 1900–1901 ;
- (3.) Disease, Murder, Suicide, &c. reported during 1900–1901 ;

distinguishing the Deaths in the Home Trade from those in the Foreign Trade, the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.—(Totals of Tables 18 and 76.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passen- gers.	Crew.		Passen- gers.	Crew.		Passen- gers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
(a.) Deaths in the Home Trade.									
Wrecks of, and Casualties to, the Vessels.	72	—	—	85	—	14	157	—	14
Accidents other than Wreck or Casualty.	56	—	1	83	—	4	139	—	5
Disease, Murder, Homicide, Suicide, and Unknown Causes.	23	—	—	43	—	15	66	—	15
TOTAL ...	151	—	1	211	—	33	362	—	34
(b.) Deaths in the Foreign Trade.									
Wrecks of, and Casualties to, the Vessels.	402	—	1	260	25	37	662	25	38
Accidents other than Wreck or Casualty.	149	—	3	325	57	22	474	57	25
Disease, Murder, Homicide, Suicide, and Unknown Causes.	192	—	305	697	312	1,006	889	312	1,311
TOTAL ...	743	—	309	1,282	394	1,065	2,025	394	1,374
(c.) Total.									
Wrecks of, and Casualties to, the Vessels.	474	—	1	345	25	51	819	25	59
Accidents other than Wreck or Casualty.	205	—	4	408	57	26	613	57	30
Disease, Murder, Homicide, Suicide, and Unknown Causes.	215	—	305	740	312	1,021	955	312	1,326
TOTAL ...	894	—	310	1,493	394	1,098	2,387	394	1,408

Note.—For loss of life in river craft registered in the United Kingdom, see Table 75 and note to Table 76.

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 81. Grand Totals.—Shipping Casualties everywhere :—Statement showing the Number and Tonnage of all Vessels belonging to the United Kingdom (except Vessels of the Royal Navy), to which Casualties occurred on or near the Coast, or in Rivers and Harbours, of the United Kingdom, during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 49, 64, 67, 69, 70, 72, and 73.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	52	8,735	—	—	—	—	52	8,735
Strandings	128	24,587	157	40,527	495	106,847	780	171,961
Collisions	60	4,635	343	47,782	1,504	189,499	1,907	241,916
Other Causes	16	11,756	339	160,305	739	293,797	1,094	465,858
Missing Vessels	20	19,226	—	—	—	—	20	19,226
TOTAL	276	68,939	839	248,614	2,738	590,143	3,853	907,696
(b.) Steam Vessels.								
Foundering	13	5,833	—	—	—	—	13	5,833
Strandings	56	58,185	367	406,462	1,028	1,159,901	1,451	1,624,548
Collisions	28	14,444	388	337,068	1,593	1,243,128	2,009	1,594,640
Other Causes	5	2,452	453	494,494	1,071	1,318,761	1,529	1,815,707
Missing Vessels	5	5,634	—	—	—	—	5	5,634
TOTAL	107	86,548	1,208	1,238,024	3,692	3,721,790	5,007	5,046,362
(c.) Total.								
Foundering	65	14,568	—	—	—	—	65	14,568
Strandings	184	82,772	524	446,989	1,523	1,266,748	2,231	1,796,509
Collisions	88	19,079	731	384,850	3,097	1,432,627	3,916	1,836,556
Other Causes	21	14,208	792	654,799	1,810	1,612,558	2,623	2,281,565
Missing Vessels	25	24,860	—	—	—	—	25	24,860
TOTAL	383	155,487	2,047	1,486,638	6,430	4,311,933	8,860	5,954,058

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 82. Grand Totals.—Shipping Casualties everywhere:—Statement showing the Number and Tonnage of Seagoing Vessels Registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so Registered) which met with Casualties on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 36, 64, and 66.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	42	11,875	—	—	—	—	42	11,875
Strandings	151	33,027	136	44,657	381	118,621	668	196,305
Collisions	35	4,630	178	41,605	793	157,727	1,006	203,962
Other Causes	14	14,657	259	187,277	647	321,189	920	523,123
Missing Vessels	24	20,665	—	—	—	—	24	20,665
TOTAL	266	84,854	573	273,539	1,821	597,537	2,660	955,930
(b.) Steam Vessels.								
Foundering	14	5,932	—	—	—	—	14	5,932
Strandings	60	65,439	346	412,744	982	1,177,000	1,388	1,655,183
Collisions	18	14,014	327	337,280	1,280	1,231,328	1,625	1,582,622
Other Causes	6	2,952	370	495,544	962	1,333,539	1,338	1,832,035
Missing Vessels	8	8,441	—	—	—	—	8	8,441
TOTAL	106	96,778	1,043	1,245,568	3,224	3,741,867	4,373	5,084,213
(c.) Total.								
Foundering	56	17,807	—	—	—	—	56	17,807
Strandings	211	98,466	482	457,401	1,363	1,295,621	2,056	1,851,488
Collisions	53	18,644	505	378,885	2,073	1,389,055	2,631	1,786,584
Other Causes	20	17,609	629	682,821	1,609	1,654,728	2,258	2,355,158
Missing Vessels	32	29,106	—	—	—	—	32	29,106
TOTAL	372	181,632	1,616	1,519,107	5,045	4,339,404	7,033	6,040,143

Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 83. Seamen and Passengers Lost by Shipping Casualties everywhere.—Grand Totals :—Statement showing the Number of Lives Lost in Seagoing Vessels registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Lives Lost in Yachts and Fishing Vessels so registered) by Casualties which occurred to such Vessels on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(See also Tables 37 and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					Total.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.	No.	Tonnage.	Crew.	Passengers.	Total.
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ..	6	1,906	29	—	29	4	1,241	46	7	53	10	3,207	75	7	83
Strandings ..	16	11,337	104	1	105	14	12,824	186	30	126	30	24,361	240	31	271
Collisions ..	11	2,737	40	—	40	9	5,985	71	4	75	20	8,733	111	4	115
Other Causes ..	3	507	2	—	2	1	622	1	2	3	3	1,319	3	2	5
Mining Vessels ..	24	20,663	351	—	351	6	8,441	162	1	163	33	29,196	513	1	514
TOTAL ..	50	37,623	526	1	527	36	29,123	416	44	460	63	66,746	942	45	987
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ..	3	2,662	1	—	1	—	—	—	—	—	3	2,662	1	—	1
Collisions ..	1	96	1	—	1	6	5,464	5	12	17	7	5,563	4	12	16
Other Causes ..	—	67,231	65	—	65	42	79,910	80	7	87	99	147,141	115	7	122
TOTAL ..	4	70,013	70	—	70	48	85,374	85	19	71	103	155,266	126	19	144
(c.) Total.															
Foundering ..	6	1,906	29	—	29	4	1,241	46	7	53	10	3,207	75	7	83
Strandings ..	19	14,230	105	1	106	14	12,824	191	30	136	33	27,063	244	31	275
Collisions ..	12	2,833	41	—	41	15	11,459	76	16	92	27	11,551	117	16	133
Other Causes ..	3	67,213	67	—	67	43	80,532	61	9	60	96	148,450	119	9	127
Mining Vessels ..	24	20,663	351	—	351	6	8,441	162	1	163	33	29,196	513	1	514
TOTAL ..	113	107,634	596	1	597	64	114,497	471	63	534	197	232,151	1,067	64	1,131

Deaths at Sea and in Rivers and Harbours.

TABLE 84. Deaths from all Causes everywhere.—Grand Totals :—Statement showing the Total Number of Deaths everywhere in Seagoing Vessels registered in the United Kingdom and in British Possessions Abroad under the Merchant Shipping Acts (exclusive of Yachts and Fishing Vessels so registered), arising from :—

- (1.) Shipping Casualties which occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom, or were reported from Abroad, during the Year 1900–1901 ;
 - (2.) Accidents other than Wreck or Casualty reported during 1900–1901 ;
 - (3.) Disease, Murder, Suicide, &c., reported during 1900–1901 ;
- distinguishing the Deaths in Sailing Vessels from those in Steam Vessels, and showing respectively the Number of Deaths of Seamen, Lascars, and Passengers.—(Totals of Tables 38, 76, and 77.)

Cause of Death.	Deaths in Sailing Vessels.			Deaths in Steam Vessels.			Total.		
	Crew.		Passengers.	Crew.		Passengers.	Crew.		Passengers.
	Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.		Masters and Seamen.	Lascars.	
Wrecks of, and Casualties to, the Vessels	396	—	1	446	25	63	1,043	25	64
Accidents other than Wreck or Casualty	245	—	5	490	11	27	645	61	32
Disease, Murder, Homicide, Suicide, and Unknown Causes ..	374	7	307	765	335	1,203	1,039	332	1,519
TOTAL LOSS OF LIFE EVERYWHERE IN BRITISH REGISTERED SEAGOING MERCHANT VESSELS	1,115	7	313	1,631	411	1,293	2,788	618	1,806

Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 85. Grand Totals.—Shipping Casualties everywhere:—Statement showing the Number and Tonnage of all Vessels belonging to the United Kingdom and to British Possessions Abroad (excluding vessels of the Royal Navy) to which Casualties occurred on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties elsewhere, distinguishing Sailing Vessels from Steam Vessels, and showing also the Nature and Results of the Casualties.—(Totals of Tables 51, 66, 68, 71, and 81, and Notes to Tables 69, 72, and 73.)

(A vessel to which more than one casualty occurred in the period is entered for each casualty.)

Nature of the Casualties.	Total Losses.		Serious Casualties.		Minor Casualties.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
(a.) Sailing Vessels.								
Foundering	88	12,940	—	—	—	—	88	12,940
Strandings	260	37,397	207	47,958	561	123,059	1,028	208,414
Collisions	70	5,906	377	55,816	1,564	204,295	2,011	266,017
Other Causes	22	15,820	412	191,346	847	380,572	1,281	537,738
Missing Vessels ...	28	20,694	—	—	—	—	28	20,694
TOTAL	468	92,757	996	295,120	2,972	657,926	4,436	1,045,803
(b.) Steam Vessels.								
Foundering	17	6,055	—	—	—	—	17	6,055
Strandings	74	66,926	388	415,557	1,074	1,185,087	1,533	1,667,570
Collisions	29	14,449	399	341,482	1,651	1,275,282	2,079	1,631,213
Other Causes	11	3,686	464	500,407	1,102	1,341,758	1,577	1,845,851
Missing Vessels ...	8	8,441	—	—	—	—	8	8,441
TOTAL	139	99,557	1,248	1,257,446	3,827	3,802,127	5,214	5,159,130
(c.) Total.								
Foundering	105	18,995	—	—	—	—	105	18,995
Strandings	334	104,323	592	463,515	1,635	1,308,146	2,561	1,875,984
Collisions	99	20,355	776	397,298	3,215	1,479,577	4,090	1,897,230
Other Causes	33	19,506	876	691,753	1,949	1,672,330	2,858	2,383,589
Missing Vessels ...	36	29,135	—	—	—	—	36	29,135
TOTAL	607	192,314	2,244	1,552,566	6,799	4,460,053	9,650	6,204,933

Lives Lost by Shipping Casualties at Sea and in Rivers and Harbours.

TABLE 86. Seamen and Passengers Lost by Shipping Casualties everywhere.—Grand Totals:—Statement showing the Number of Lives Lost in Vessels of all Kinds belonging to the United Kingdom and to British Possessions Abroad (excluding vessels of the Royal Navy) by Casualties which occurred to such Vessels on or near the Coasts, or in Rivers and Harbours, of the United Kingdom during the Year ended 30th June 1901, or which were reported during the same period as having met with Casualties elsewhere, showing also the Nature of the Casualties and the Number and Tonnage of the Vessels in which the Lives were Lost, and distinguishing the Lives Lost in Sailing Vessels from those Lost in Steam Vessels, the Number of Crew Lost from the Number of Passengers Lost, and the Lives Lost in Vessels Totally Lost from those Lost in Vessels Partially Lost.—(See also Tables 50, 52, and 75.)

(A vessel which met with more than one casualty attended with loss of life in the period is entered for each casualty.)

Nature of the Casualties.	Sailing Vessels.					Steam Vessels.					TOTAL.				
	Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.			Vessels in which Lives were Lost.		Lives Lost.		
	No.	Tonnage.	Crew.	Passen- gers.	Total	No.	Tonnage.	Crew.	Passen- gers.	Total	No.	Tonnage.	Crew.	Passen- gers.	Total
(a.) Lives Lost in Vessels Totally Lost.															
Foundering ...	23	2,031	76	8	82	5	1,291	47	9	56	28	3,322	123	15	138
Strandings ...	22	11,647	113	1	114	15	12,885	146	30	176	37	24,532	259	31	290
Collisions ...	18	3,000	52	—	52	10	6,061	78	4	82	28	9,061	130	4	134
Other Causes ...	3	699	5	—	5	1	622	1	2	3	4	1,321	6	2	8
Missing Vessels	28	20,694	365	—	365	8	8,441	162	1	163	36	29,135	527	1	528
TOTAL ...	94	38,071	611	7	618	39	29,300	434	40	480	133	67,371	1,045	53	1,098
(b.) Lives Lost in Vessels Partially Lost.															
Strandings ...	5	2,726	7	—	7	—	—	—	—	—	5	2,726	7	—	7
Collisions ...	5	1,000	10	—	10	6	5,464	5	12	17	11	5,570	15	12	27
Other Causes ...	81	67,655	110	7	117	51	80,427	50	7	67	132	148,082	170	14	184
TOTAL ...	91	70,487	127	7	134	57	85,891	65	19	84	148	156,378	192	26	218
(c.) Total.															
Foundering ...	23	2,031	76	6	82	5	1,291	47	9	56	28	3,322	123	15	138
Strandings ...	27	14,373	120	1	121	15	12,885	146	30	176	42	27,258	266	31	297
Collisions ...	23	3,106	62	—	62	16	11,525	83	16	99	39	14,631	145	16	161
Other Causes ...	84	68,354	115	7	122	52	81,049	61	9	70	136	149,403	176	16	192
Missing Vessels	28	20,694	365	—	365	8	8,441	162	1	163	36	29,135	527	1	528
TOTAL ...	185	108,558	738	14	752	96	115,191	499	65	564	281	223,749	1,237	79	1,316

Inquiries into Shipping Casualties at Home and Abroad.

TABLE 87. Inquiries into the Causes of Shipping Casualties at Home and Abroad.—Masters' and Officers' Certificates:—Statement showing the RESULTS of INQUIRIES into the CAUSES of SHIPPING CASUALTIES ordered to be held at HOME during the Year ended 30th June 1901, and the RESULTS of INQUIRIES and NAVAL COURTS held ABROAD of which REPORTS were received during the same Period, showing also the NATURE of the CASUALTIES, and distinguishing, in the Case of HOME INQUIRIES, those held before MAGISTRATES from those held before INSPECTORS; also the TOTAL NUMBER of INQUIRIES held in each of the fifteen preceding Years.

[illegible]

TABLE 87. Inquiries into the Causes of Shipping Casualties at Home and Abroad.—Masters' and Officers' Certificates—continued.

Nature of the Casualties.	Neglect, &c. of those on board.				Faulty Construction and Unseaworthiness.	Overloading, Bad Stowage, &c.	Defective or Insufficient Equipments.	Stress of Weather and State of Atmosphere.	Fire and other Accidents.	Cause not stated.	Spontaneous Combustion.	Total.
	Resulting in Cancellation of Certificate.	Resulting in Suspension of Certificate.	Not resulting in Cancellation or Suspension of Certificate.	Total.								
(c.) Naval Courts Abroad.												
Foundering and Abandonments	—	—	—	—	—	—	—	—	—	—	—	—
Strandings	—	1	3	4	—	—	—	—	3	—	—	7
Collisions	—	—	1	1	—	—	—	—	1	—	—	2
Fires and Explosions	—	—	—	—	—	—	—	—	—	—	1	1
Other Casualties	—	—	—	—	—	—	—	—	—	—	—	—
Missing Vessels	—	—	—	—	—	—	—	—	—	—	—	—
Totals for 1900-1901	—	1	4	5	—	—	—	—	4	2	1	12
" " 1900-1900	—	4	14	18	—	—	—	1	1	—	—	20
" " 1900-99	—	3	7	10	—	—	—	—	3	—	—	11
" " 1907-98	—	—	5	5	—	1	—	3	2	—	1	12
" " 1898-97	—	3	5	8	—	—	—	3	3	3	—	16
" " 1896-95	—	5	12	17	—	—	1	11	2	—	1	23
" " 1894-93	1	4	12	17	—	—	—	6	7	3	—	23
" " 1893-92	2	5	5	12	—	—	1	7	1	1	1	23
" " 1892-91	1	5	6	12	1	—	—	6	2	—	1	23
" " 1891-90	1	4	8	13	—	1	2	7	—	—	1	24
" " 1890-89	—	3	7	10	1	—	—	10	3	3	—	26
" " 1889-90	—	5	14	19	1	—	—	8	2	—	2	23
" " 1888-89	—	2	7	9	1	—	1	12	9	1	—	23
" " 1887-88	—	6	8	14	—	—	2	6	2	2	2	23
" " 1886-87	—	5	7	12	—	1	2	10	4	2	2	23
" " 1885-86	—	4	13	17	—	—	—	5	2	1	—	25
(f.) Total.												
Foundering and Abandonments	—	—	2	2	1	—	—	3	5	—	—	11
Strandings	—	31	41	72	—	—	—	11	17	1	—	101
Collisions	1	9	24	34	—	—	—	—	2	2	—	37
Fires and Explosions	—	—	—	—	—	—	—	—	2	4	1	7
Other Casualties	—	—	—	—	1	—	—	3	5	—	—	9
Missing Vessels	—	—	—	—	1	—	—	—	—	6	—	7
Totals for 1900-1901	1	39	67	107	3	—	—	17	31	13	1	173
" " 1900-1900	1	57	68	126	1	4	2	33	12	5	1	168
" " 1900-99	2	55	54	111	2	2	2	34	20	9	2	164
" " 1907-98	2	49	56	107	1	4	1	50	27	6	3	159
" " 1898-97	—	31	58	89	1	3	—	45	19	12	1	200
" " 1896-95	2	71	84	157	—	3	4	46	13	11	5	239
" " 1894-93	3	74	69	146	2	5	3	43	29	14	—	246
" " 1893-92	4	81	47	132	4	13	11	50	11	16	2	237
" " 1892-91	4	73	59	141	3	1	3	48	16	4	2	213
" " 1891-90	3	74	69	147	5	2	3	39	23	4	5	203
" " 1890-89	4	80	81	165	1	1	4	42	25	8	—	246
" " 1889-90	1	94	69	164	5	4	3	57	35	9	6	269
" " 1888-89	1	96	95	192	5	5	5	51	31	8	1	261
" " 1887-88	4	98	108	210	5	5	4	46	25	15	7	301
" " 1886-87	9	123	87	219	3	9	5	70	26	17	6	330
" " 1885-86	1	120	123	250	1	10	2	69	16	21	4	364

Inquiries into Breaches of Discipline and Convictions for Criminal Offences.

TABLE 88. Inquiries respecting Breaches of Discipline.—Masters' and Officers' Certificates :—Statement showing the RESULTS of PROCEEDINGS instituted under the MERCHANT SHIPPING ACTS respecting BREACHES of DISCIPLINE committed by MASTERS and OFFICERS of BRITISH MERCHANT VESSELS at Home and Abroad during the Year ended 30th June 1901, distinguishing Proceedings held before TRIBUNALS at HOME from those held before TRIBUNALS in BRITISH POSSESSIONS Abroad, and from those held by NAVAL COURTS; also the TOTAL NUMBER of INQUIRIES held in each of the fifteen preceding Years.

Nature of Investigation.	Number of Investigations.	Number of Masters convicted.			Number of Officers convicted.			Total Number of Persons convicted.
		Certificates.		Censured or Admonished.	Certificates.		Censured or Admonished.	
		Cancelled.	Suspended.		Cancelled.	Suspended.		
Tribunals at Home ...	25	1	2	—	3	9	8	21
Tribunals in British Possessions Abroad... }	1	—	—	—	—	—	—	—
Naval Courts ...	81	—	—	—	—	—	2	2
Totals for 1900-1901	47	1	2	—	3	9	8	23
" " 1899-1900	40	—	—	2	1	14	4	21
" " 1898-99 ...	32	—	2	2	1	13	7	29
" " 1897-98 ...	38	—	5	5	—	15	5	33
" " 1896-97 ...	42	—	6	4	—	10	12	32
" " 1895-96 ...	35	—	2	2	—	11	10	25
" " 1894-95 ...	47	—	8	4	—	16	12	40
" " 1893-94 ...	47	—	5	4	3	11	8	31
" " 1892-93 ...	51	—	6	2	3	19	8	39
" " 1891-92 ...	59	2	8	7	5	25	5	52
" " 1890-91 ...	57	—	5	1	2	29	5	42
" " 1889-90 ...	54	4	7	6	4	23	5	49
" " 1888-89 ...	85	2	9	6	4	35	5	61
" " 1887-88 ...	68	3	8	2	3	29	9	54
" " 1886-87 ...	70	4	8	6	1	35	7	61
" " 1885-86 ...	67	2	8	6	2	28	15	56

TABLE 89. Convictions for Criminal Offences.—Certificates :—Statement showing the NUMBER of MASTERS and OFFICERS of the MERCANTILE MARINE whose CERTIFICATES were CANCELLED or SUSPENDED by the BOARD of TRADE during the Year ended 30th June 1901, in consequence of their having been Convicted of CRIMINAL OFFENCES; also the TOTAL NUMBER of CERTIFICATES Cancelled or Suspended for the same reason in each of the fifteen preceding Years.

Sentences.	Masters' Certificates.		Officers' Certificates.		TOTAL.	
	Cancelled.	Suspended.	Cancelled.	Suspended.	Cancelled.	Suspended.
Fines ...	—	—	—	—	—	—
Imprisonments ...	1	1	—	—	1	1
Penal Servitude ...	—	—	—	—	—	—
Totals for 1900-1901	1	1	—	—	1	1
" " 1899-1900	—	—	2	1	2	1
" " 1898-99 ...	3	1	2	2	5	3
" " 1897-98 ...	—	1	3	2	3	3
" " 1896-97 ...	1	3	1	—	2	3
" " 1895-96 ...	2	—	2	2	4	2
" " 1894-95 ...	1	1	1	1	2	2
" " 1893-94 ...	1	1	1	5	3	8
" " 1892-93 ...	2	—	1	1	3	1
" " 1891-92 ...	—	1	2	1	2	2
" " 1890-91 ...	1	2	—	—	1	2
" " 1889-90 ...	—	—	1	1	1	1
" " 1888-89 ...	3	—	3	1	6	1
" " 1887-88 ...	3	1	6	—	9	1
" " 1886-87 ...	1	7	2	—	3	7
" " 1885-86 ...	3	8	7	2	10	10

APPENDIX A.

STATEMENT showing the Outlying SANDS and ROCKS on
the Coasts of the United Kingdom upon which Vessels have
Stranded.

APPENDIX A.

STATEMENT showing the outlying SANDS and ROCKS on the Coasts of the United Kingdom upon which Vessels have Stranded.

Name of Sand or Rock.	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1870-71.
Abertay Sand, mouth of River Tay ...	3	...	1	...	...	...	1	...	...	...
Ailes Craig, Firth of Clyde...	1	...	...
Aldboro' Napes, Suffolk	3	...	...	...	...	1	...	...	...	...
Alterstones Rocks, <i>see</i> May Island...
Ante Sand, Lynn Deep	1
Arklow Bank, off Wicklow...	1	...	1	...	1	...	...	...	1
Arranman's Barrels, Argyllshire	1	...	1	...	...	1	...	...
Askew Spit, <i>see</i> Burbo Bank
Atherfield Ledge, Isle of Wight ...	3	...	...	...	...	...	...	1	3	...
Aukerry Island, Orkneys	1	...	...	...	...	...	...	...	...	...
Bacon Ledge, St. Mary's Pool, Scilly Isles	1	...
Baggy Leap Rocks, Devonshire	1	...
Balcenna Rock, Ayrshire	1	...
Ballynfmord Bank, Larne Lough...	2	3	...	2	3	5	1	...
Belmerino Bank, River Tay	1	...	...	...	...	...	...	...	1
Bar Sand, The Wash	1	...
Barber Sand, Norfolk	1	1	...	1	1	...	...	...	1	1
Barkley Rocks, Co. Down	1	...	...	...	...	...
Barnard Sand, off Keesingland	2	4	...	1	1	3	4	3	1	1
Barnhourie Bank, Solway Firth	1	...	...	...	...	...	...
Barrels, Pembrokeshire, <i>see</i> Hats and Barrels
Barrow Sand, Essex	3	3	...	4	2	2	6	2	1	1
Battery Rocks, <i>see</i> Tynemouth Rocks
Beach Rocks, off Leith	1	...	...	...	...	...	...	...	...
Beacon Ledge, Scilly Isles	1	...	...	1	...	...	...	...	...	...
Beacon Rock, off Broadstairs	1	...	...	...	1
Beacon Rocks, off Sunderland	1	...	...	...	...	...	...	...	1
Beimar Rock, Firth of Forth	1	2	1	1	1	...
Bell Rock, off Fifeshire	2	1	...	...
Bellhues Rocks, off River Tyne
Bembridge Ledge, Isle of Wight	1	3	...	4	...	1	...	1	...	...
Bendrick Rock, off Barry	1	...
Bere Island, near Castletown, Co. Cork	1	...	...	...	...	...	...
Binelawe Rocks, near Weymouth	1
Binks Sand, entrance to Humber	2	3	3	1	2	2	1	1	3	2
Bird or Burial Island, off Cloghy, Co. Down	...	1	...	...	1	...	...	...	...	...
Bishop's Rocks, Scilly	1	...	...	...	...	...	1
Bishops and Clerks' Rocks, Pembrokeshire	1	1	...	...	...	2	...	...
Black Buoy Sand, The Wash	1	...	...	...	...
Black Carr Rock, off St. Abb's Head	1	...	...	...	...	...	...	...
Black Hall Rocks, Northumberland	1	...	...	...
Black Middens, <i>see</i> Tynemouth Rocks
Black Rock, Ayrshire	1	1	...	...	...	...	...
Black Rock, Falmouth Harbour	1	...	1	...	...	...	...	1
Black Rock, near Galway	1	...	...	...	...
Black Rock, off Omagh, Co. Louth	1	...	...
Black Rock, off Portrush, Co. Antrim	1	...	...	...	...
Black Rock Reef, off Yarmouth, Isle of Wight	...	1	...	...	...	1	...	2	1	1
Black Rocks, off Leith	1	...	...	...	...	1	...	...
Black Rock, Co. Wexford	1	...	...	...	...
Blackdyke Rocks, Northumberland	1	...	...
Blackstone Rocks, off Start Point	1	...	1	...	...
Blackstone Rock, near Dartmouth	1	...	...	...	...	...	...	...
Blacktail Spit, <i>see</i> Maplin Sand
Blackwater Bank, Wexford	1	...	1	1	1	1	...	...	1
Blae Rock, off Fifeshire	1
Blakeney Sands, Norfolk	1	1	1	...	4	...	2	...
Boghacuil Rocks, Jura	1	...	...
Bognor Rocks, Sussex	1	...	...	...	...	...
Boiling Reef, <i>see</i> Sanda Island
Bondiear Rock, Hauxley, Northumberland	1	...	...	1	1	...	...	2	1	...
Bono Reef, off Luing Island, Argyllshire...	1
Borough Bank, Sussex	1	...	...	...	...	...	...	...
Boulder Bank, Sussex	1	...	...	...	...	...	...	1	...	...
Boulmer Rocks, Northumberland	1	...	...	1	1	1	5	2	1
Bowline Rock, R. Shannon	1	...	...	...	...
Bo Rundh Rock, <i>see</i> Skerryvore
Brake Sand, Kent	6	1	4	7	16	3	4	6	2	...
Bramble Sand, Hampshire	6	9	2	...	3	3	1	...	...
Braunton Sands, North Devon	1	...	...	...	...	1	...	...	...
Brazil Bank, Liverpool Bay	2	...	...	...	...	...	2	...	3
Breast Sand, The Wash	1	...	...	...
Brethren Rocks, North of Bressay, Shetland	...	1	...	...	...	...	...	...	...	...
Brig Head Rock, off Newbiggin	1	...	...	...	...
Briggs Reef, Firth of Forth	1	...	...	...	...	...	1	1
Briggs Reef, Groomsport, Co. Down	1	2	...	...	...	2	1	2

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	99-1900.	1900-01.
Brimstone Rock, near Llaney Head, Pembroke-shire.	1	...	...	...	...	...	...	...	...	...
Brisons Rocks, off Cornwall ...	...	...	...	...	...	...	...	...	...	1
Broad Car Rock, off Cresswell ...	...	...	...	...	...	...	...	1	...	...
Brook Lodge, Isle of Wight ...	...	...	1	...	...	...	...	1	...	...
Brother Isle, Shetland Isles ...	...	...	1	...	...	...	...	...	...	...
Bull Sand, Humber ...	...	...	...	...	1	...	...	1	...	1
Bungar Spit, Sligo Bay ...	...	...	...	...	...	1	...	...	...	...
Burbo Bank, Liverpool Bay ...	5	5	1	8	2	4	8	3	3	2
Burcom Sand, River Humber ...	1	1	1	...	2	...	...	1	2	...
Burial Island, see Bird Island ...	...	...	...	...	...	...	...	...	...	...
Burnham Flat, Norfolk ...	2	1	1	...	1	...	...	...	1	...
Burn Stool Rocks, St. Andrew's, Fifeshire	...	...	...	...	...	1	1	...	...	...
Burnt Carr Rocks, Beadnell Bay, Northumberland.	...	...	...	...	...	...	...	...	...	1
Burnt Islands, Argyllshire ...	...	...	...	1	...	...	...	...	...	...
Buss Rock, off Eyemouth ...	...	...	1	...	...	...	...	1	6	...
Buxey Sand, Essex ...	1	1	1	1	1	4	2	3	1	1
Caipie Rock, near Anstruther ...	...	...	...	...	...	...	...	...	...	1
Cairnbulg Brigg, near Fraserburgh ...	2	2	1	...	...	4	2	...	1	1
Caister Shoal, Norfolk ...	1	2	1	2	...	1	1	...	1	1
Calf Islands, off Cape Clear, Co. Cork ...	1	...	...	...	...	...	...	...	...	...
Calf Rocks, entrance to Queenstown Harbour.	1	...	...	...	...	...	...	...	...	...
Calf Rock, off Dursey Head, Co. Cork ...	...	...	...	...	...	...	...	1	...	...
Calshot Spit, Solent ...	...	1	2	1	...	...	1	...	...	3
Cannon Rock, Co. Down ...	1	...	...	1	1	...	...	...	...	...
Cant Sand, Thames Estuary ...	1	...	...	1	...	1	...	1	...	...
Cara Rock, Argyllshire ...	...	...	1	1	...	...	...	...	...	...
Cardiff Sands, Glamorganshire ...	2	1	...	1	...	...	1	1	3	4
Cardy Rock, off Balbriggan ...	...	...	1	...	...	...	...	1	...	...
Carr Craig, Firth of Forth ...	...	...	...	...	...	...	...	1	...	...
Carr Rock, Craister, Northumberland ...	...	...	...	...	...	...	...	...	1	...
Carr Rock, Milford Haven ...	...	1	...	...	...	...	...	...	...	...
Carr Rocks, Fifeshire, see North Carrs	...	...	...	...	...	...	...	...	...	...
Carracks The, West of St. Ives ...	...	...	...	...	...	1	...	...	...	...
Carrick Rock, Co. Wexford ...	...	...	...	...	...	...	...	1	...	...
Carrickfergus Bank, Co. Antrim ...	...	...	1	...	...	...	1	1	...	...
Carricknamoon Rock, Dungarvan Bay ...	...	...	...	...	...	...	...	...	...	1
Carrig Rock, entrance to Cork Harbour ...	...	...	...	...	...	...	...	...	...	1
Carrigavadra Rock, off Bear Island, Co. Cork.	...	...	1	...	...	...	...	...	...	...
Carrs (South), off North Berwick, see South Carrs.	...	...	...	...	...	...	...	...	...	...
Castey Rocks, near Cayton ...	...	...	...	...	...	...	1	...	...	...
Castle Rock, Aberystwith ...	...	1	...	...	...	...	...	...	...	...
Castle Rocks, Dundalk Bay ...	...	...	...	...	...	...	...	...	...	1
Chapel Rock, entrance to R. Wye, Mon.	...	...	...	...	...	1	...	1	...	...
Chequer Shoal, entrance to Humber ...	...	...	...	2	...	...	...	...	...	...
Church Rocks, off Folkestone ...	...	...	1	...	...	...	...	...	...	...
Olimning Reef, Shetland Isles ...	...	...	1	...	...	...	...	...	...	...
Clippera Rocks, Holyhead ...	...	1	...	...	...	...	1	...	...	...
Cock Rock, R. Shannon ...	...	...	...	...	...	...	...	1	...	...
Cockle Rock, Galway Bay ...	...	...	...	...	1	...	...	...	...	...
Cockle Sand, Norfolk ...	...	1	...	1	1	...	...	2	1	1
Cockpit Scar, Cumberland ...	...	1	...	...	...	...	...	...	...	...
Cod Rock, off Brixham ...	...	...	...	...	...	...	...	1	...	...
Colburn Rocks, off Ramsgate ...	...	...	...	...	...	1	...	...	...	...
Cole Rocks, off Bembridge, I. of Wight ...	...	...	1	...	...	...	...	...	2	...
Collie Rocks, off Banff ...	...	...	...	...	...	1	...	...	1	...
Collough Rock, Wexford ...	...	...	...	...	...	...	...	...	...	1
Colly Skeir Rocks, off Berwick ...	...	...	...	...	...	...	...	1	...	...
Columbine Sand, Thames Estuary ...	...	...	...	...	...	1	...	...	...	...
Coombes Rock, near entrance to Dartmouth Harbour.	...	1	...	...	...	...	...	...	...	...
Copeland Islands, Co. Down ...	1	2	2	...	1	2	...	1	...	1
Copper Rock, off Blind Harbour, Co. Cork	...	1	...	...	...	...	...	...	...	...
Copperas Rock, Devonshire ...	1	...	...	...	...	...	...	...	...	...
Copt Rocks, near Folkestone ...	...	...	...	...	...	...	...	1	...	1
Coquet Island, Northumberland ...	...	...	...	...	...	...	...	1	1	2
Cork Sand, Essex ...	2	1	2	2	...	...	1	2	2	5
Corrigamore Rock, Kinvarra Bay, Co. Galway.	...	1	...	...	...	...	...	...	...	...
Corton Sand, Suffolk ...	2	...	1	...	...	...	...	...	...	...
Coveses Skerries, West of Looismouth ...	...	1	...	...	...	...	...	...	...	...
Cow Ledge, St. Mary's Pool, Scilly Isles ...	...	...	...	...	...	...	...	...	1	...
Craig Rocks, Firth of Forth, see North Craig Rocks.	...	...	...	...	...	...	...	...	...	...
Craig Laggan Beacon, Wigtownshire ...	...	...	...	...	...	...	...	...	1	...
Craig Leith Rock, off North Berwick ...	...	1	...	...	...	...	...	...	...	...
Craig Waugh, Firth of Forth ...	...	...	...	...	...	...	...	...	1	...
Craigmore Rocks, River Forth ...	...	...	...	...	...	1	...	...	...	...
Cramond Island, off Leith ...	...	...	...	...	...	...	...	3	...	...
Crebinack Rock, near Bishop Light, Scilly	...	...	...	...	...	...	1	...	...	...

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	'99-1900.	1900-01.
Creswell Skerries, Northumberland	1	...	1	1	...	...	...
Crim Rocks, Scilly	1	1	...	...	...
Crinan Rocks, Ardsrossan	2	1	1	2	1
Cross Rock, Co. Dublin	1	1	...	...	...
Cross Sand, off Yarmouth ...	5	...	1	2	4	7	...	6	1	3
Croulin Reef, off Ross-shire	1
Crow Rock, Co. Cork	1	...	...	...	...	...	...	...	...
Crow Rock, Pembroke-shire	1	...	...	...	...	...	...
Crow Rock, Estuary of River Torridge	1	...	...	...	...
Cruden Scars, Aberdeenshire	1
Culver Sands, Bristol Channel	2	...	...	...	...	...
Cutler Sand, Suffolk ...	1	...	...	...	...	1	...	...	...	...
Danger Reef, Glamorganshire	1	...
Dasher's Rock, North Devon	1	...	...	...	...	...
Dhulic Rock, near Galley Head, Co. Cork	1	...	...	...
Dillisk Rocks, Clew Bay, Co. Galway	1
Docking Shoal, Norfolk	1	...	...
Dogger Bank, Wexford ...	2	...	...	...	...	1	...	1	...	...
Dog Nose Bank, Queenstown Harbour ...	1	...	...	...	...	...	...	...	...	...
Dog Rocks, off Girvan	1	...	...
Dog's Head Sands, Skegness	1	1	...	...	...	...	...
Doig Rock, Fifeshire...	1	...	...	...	1
Doombar, Padstow Harbour	1	3	1	1	1	...	...	1
Dowsing Sand, Inner, Lincolnshire	1	1	...	...	...	...	1
Dowsing Sand, Outer	1	...	...	...	...	...	...
Drake's Island, Plymouth ...	1	1	1	...	...	...	...	1	...	...
Draystone, near Plymouth	1	...	...	...
Druid's Mare Rocks, Devonshire	1	...	...	...	...	...	...	...
Drum Sand, Firth of Forth	1	...	1
Ducalla Rocks, Bantry Bay, Co. Cork	1	...	...	...	...	...
Duddon Bank, off Fleetwood	2	...	...	...	...	...	...	...
Dudgeon Sand, off Norfolk	1	1	1	...	2	...	...	...	...
Dumball Sand, King Road ...	6	1	2	...	2	1	...	2	1	2
Duncan's Rock, Harris, Minch	1	...	...	...	...
Du Skier Rock, off Skye	1	...	...	...	...	...	...
Dutchman's Bank, Anglesey	1	...	...	...	2	1	...	...	...
Dyke Spit, off Ramsgate	2	1	...	...	...	...	...	...
Eagle Rock, off Ardrossan	1	...	1	...	...	...
Eagle Sand, Essex	1	...	...	...	...	...	...	...	...
Earl Rock, Carlingford Lough	1	...	...
East Mouse, Anglesey	3	...
Eddystone, off Plymouth	1	...	...	...	...	...	...
Egg Rock, near Combe Martin, Devonshire	1	...	...	...	...
Emblestone Rocks, Northumberland	2	...
English Grounds, Bristol Channel	2	...	1	1	1	...	...	...	...
English Stones, River Severn	1	...	...	...	...	...	...	...	...
Enchar Rocks, off Ayr	1	...	...	...	...	...	...	...
Eyebroughty Rocks, Firth of Forth	1	...	...	...	...	...	...	...	1
Fairy Rock, off Porthcawl	1	...	...	...	...	...
Farthing Rocks, Galway Bay	1	...	...	...	...	...	...
Fern Islands, Northumberland	2	1	...	2	...	...	...	1	3
Fidra Island, Firth of Forth	1	...	...	...	...	...	1
Finnis Rock, Innisheer Island, Galway Bay	1
Flatholma, Bristol Channel	1	...	...	...	...	...
Forlorn Rock, Co. Wexford...	1	...	...	...
Formby Spit, <i>see</i> Mad Wharf
Foulness Sand, off Cromer	1	...
Foulness Spit, off Essex ...	2	1	...	1	...	...	...	1	2	1
Foulney Island, Morecambe Bay ...	1	...	...	2	...	...	...	...	...	1
Fowler Rock, River Tay	1	...	...	...	...
Fundale Rock, Co. Wexford	1	...	...	...	...
Gabbard Sand, off Harwich ...	1	...	1	1	...	1	...	...	...	...
Gable Bank, off Minehead	1	1	...	...	...
Gainers Rocks, Dungarvan Bay	1	...	...	...	...	...	...
Galloper Sand, Thames Estuary ...	1	...	...	1	1	...	...	...	...	...
Garden Rock, off Troon	1	...	...	...	...

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-01.
Gare Sand, River Tees ... ..	...	...	...	...	...	...	...	1	...	1
Garvie Island, East of Cape Wrath ... ..	...	1	...	...	...	...	...	...	...	...
Gimlet Rock, off Pwllheli ... ..	...	...	...	...	...	...	...	1	1	...
Girdler Sand, Thames Estuary ... ..	...	1	2	3	...	...	2	...	1	2
Girdlestone, near Aberdeen ... ..	...	...	...	...	...	1	...	...	...	...
Goldstone Rock, near Holy Island, Durham ... ..	...	...	...	...	1	...	...	...	...	...
Goodwick Sands, Pembrokeshire ... ..	...	...	...	...	...	1	6	1	...	...
Goodwin Sands, Kent	10	13	10	9	11	5	5	7	13	7
Gore Sand, Somersetshire ... ..	...	...	...	...	...	1	2	...	1	1
Grassholm Island, St. Bride's Bay ... ..	...	...	1	...	...	...	...	1	...	...
Great Connel Rock, Loch Etive, Argyllshire	1	...	...	...	...	...	...	...	...	...
Greenaway Rock, Cornwall ... ..	...	...	...	...	...	...	...	...	1	...
Green Grounds, Swansea Bay ... ..	...	...	...	1	...	...	...	1	...	...
Grey Rock, Mull Sound ... ..	...	...	...	...	1	...	...	1	2	...
Groggy Rocks, River Severn ... ..	...	...	...	...	...	...	...	...	1	...
Gull Bank, off Ramsgate ... ..	...	...	1	...	...	...	...	...	...	...
Gunfleet Sand, Thames Estuary	3	...	5	5	3	4	5	4	3	4
Gunnat Rock, Firth of Forth ... ..	...	...	...	...	...	...	...	1	...	...
Gwiness Rock, Cornwall ... ..	...	...	...	...	1	1	...	1	...	...
Halliday Flats, near Harwich ... ..	...	...	...	...	...	...	2	1	1	...
Hamble Spit, Hampshire ... ..	...	...	...	...	...	...	...	...	...	1
Hamilton Bank, Spithead	1	...	...	...	...	...	...	...	...	...
Hammond's Knoll, Norfolk	2	...	1	2	2	...	2	...	...	...
Harbour Rock, Queenstown Harbour	1	...	...	...	...	...	...	...	...	...
Harcus Rocks, off Bamburgh, Northum- berland ... ..	...	...	...	1	...	...	...	...	...	...
Harry Furlong's Rocks, Anglesey	2	...	...	1	...	...	...	...	...	...
Hasborough Sand, Norfolk	11	10	5	...	7	6	9	5	8	4
Hats and Barrels, Pembrokeshire	1	...	...	...	1	1	...	...	...	...
Hebbles Sand, River Humber ... ..	...	3	1	3	2	2	4	1	4	5
Helbre Rocks, Cheshire ... ..	...	...	...	...	...	...	...	1	...	...
Hellyhunter Rock, Carlingford Lough ... ..	...	...	...	1	...	...	1	...	...	...
Helwick Sands, Glamorganshire ... ..	...	...	...	1	...	2	...	...	...	...
Hen and Chickens Rocks, Firth of Forth	1	...	...	...	1	...	...	2	...	...
Hendon Rocks, near Sunderland	1	...	...	2	...	1	...	1	1	...
Hepburn Shoal, <i>see</i> Tynemouth Rocks ... ..	...	...	...	...	...	...	...	...	...	...
Herd Sand, Durham ... ..	...	...	...	...	1	...	...	...	...	...
Herring Rock, River Shannon ... ..	...	...	...	...	...	...	...	1	...	...
Herwit Rock, off Inchkeith ... ..	...	...	...	...	...	...	...	...	1	...
Heakier Isles, N. Uist ... ..	...	...	2	...	...	...	...	...	...	...
Hettle Car Rock, Berwickshire ... ..	...	...	...	1	...	...	...	...	1	...
Highland Rock, <i>see</i> Maidens ... ..	...	...	...	...	...	...	...	...	...	...
Holm Sand, Suffolk	5	6	1	...	2	...	1	3	1	1
Holme Sand, River Humber ... ..	...	...	2	4	...	...	...	1	1	...
Hook Sand, Bristol Channel ... ..	...	...	...	...	2	2	2	...	1	...
Hook Sand, Poole	3	...	...	1	2	2	2	3	...	2
Hook Sand, Margate ... ..	...	1	...	1	1	...	...	...	1	...
Horse Bank, Solent ... ..	...	...	...	1	...	1	...	...	...	...
Horse Bank, Southport, Lancashire ... ..	...	...	...	...	1	...	...	...	1	1
Horse Bridge Rocks, S. of Newbiggen ... ..	...	...	...	...	...	1	...	...	...	...
Horse Island, off Muak Island, Hebrides ... ..	...	...	...	1	...	...	...	...	...	...
Horse Isle, near Ardrossan	2	...	...	1	...	...	...	...	...	...
Horse Rock, Ramsey Sound ... ..	...	...	1	...	...	...	...	1	...	...
Horse Shoe Shoal, near Broughty Ferry ... ..	...	...	1	...	...	...	...	...	...	...
Hough Skerries, off Tiree Island, Argyll- shire	1	...	...	...	...	...	...	1	...	...
How Ledge, Colwell Bay, Isle of Wight ... ..	...	2	1	...	1	...	...	...	...	...
How Rock, Bridgwater Bay ... ..	...	...	...	...	...	...	...	...	1	...
Hoyle Sands, East and West, Liverpool Bay	7	10	13	15	23	11	11	13	7	21
Hull Middle Sand, off Hull ... ..	...	...	...	...	...	...	...	...	...	1
Hull Sand, The Wash ... ..	...	...	...	...	...	1	1	2	1	...
Ilmahee Rocks, Donegal Bay ... ..	...	...	...	...	1	...	...	...	...	...
Inchoolm (including the Middens), Co. Fife ... ..	...	...	2	...	...	...	...	...	2	...
Inchkeith, Firth of Forth	1	2	...	3	2	1	3	1	...	2
Inishenny Island, Co. Donegal	1	...	...	...	...	...	...	...	...	...
Ireland's Eye, Co. Dublin	1	...	...	...	...	...	...	...	...	...
Irishman Spit, Menai Strait ... ..	...	...	...	...	...	...	...	...	1	...
Iron Rock Ledges, Arran Island, Firth of Clyde ... ..	...	...	...	...	...	...	...	...	1	...
Island Dunn, Firth of Lorn ... ..	...	1	...	...	...	...	...	...	...	...
Isle of May, <i>see</i> May Island ... ..	...	...	...	...	...	...	...	...	...	...
Jack's Reef, near Stronsay Pier, Orkney ... ..	...	...	...	...	...	...	1	...	...	...
Jemina Rock, Canna, Hebrides ... ..	...	...	...	1	...	...	...	...	...	...
Jenkin Sand, Kent	1	...	...	1	...	...	...	...	...	...
Jordon Flats, Lancashire ... ..	...	1	...	...	1	...	...	...	...	...

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-01.
Kailyard Rock, near the entrance to Leith Harbour.	...	1	...	...	...	...	...	...	...	...
Kedge Island, Baltimore Bay, Co. Cork ...	1	...	...	...	...	...	...	...	...	...
Keel Rock, Dartmouth ...	...	...	...	...	...	...	2	...	...	...
Keith Inch Rock, off Peterhead ...	...	...	1	...	...	1	...	...	...	1
Kenfig Sands, Bristol Channel ...	...	...	1	...	...	1	...	...	...	...
Kentish Knock, Essex ...	...	3	3	3	3	2	1	...	1	2
Ketal Boton Rock, near Land's End ...	...	...	...	1	...	...	...	...	...	...
Kimmeridge Ledges, Dorset ...	3	1	...	...	1	...	1	1	...	2
Kish Bank, Dublin ...	...	1	1	...	...	...	...	2	...	...
Kitburn Rock, Co. Dublin ...	...	...	1	...	...	...	...	...	...	...
Knavestone Rock, <i>see</i> Fern Islands ...	...	...	...	...	...	...	...	...	...	...
Knock Sand, near Boston Bar, Lincolnshire ...	...	...	...	...	...	...	...	1	...	...
Knock Sand, Thames Estuary ...	1	...	...	1	1	2	2	...	...	...
Knott Bank, off Fleetwood ...	...	...	...	...	2	2	...	...	...	...
Lady Isle, off Troon ...	...	1	...	...	...	...	...	...	...	...
Lappoch Rock, Ayrshire ...	...	...	...	...	...	...	...	...	...	1
Lavan Sands, Carnarvonshire ...	...	...	...	1	...	1	1	7	2	1
Lea Rock, off Dursey Head, Co. Cork ...	...	...	1	...	...	...	...	...	...	...
Le Jeffrey Rock, off Annet Island, Scilly Isles.	...	...	...	...	...	...	...	...	...	1
Leigh Middle Sand, Essex ...	...	1	...	...	...	...	...	1	...	...
Leman and Ower Sand, off Norfolk ...	2	3	...	4	2	4	6	...	3	1
Lightning Knoll, Morecambe Bay ...	...	...	...	...	...	...	...	...	...	1
Limekiln Rock, Fifeshire ...	...	...	1	...	...	...	...	...	...	...
Lime Wharf Bank, Cheshire ...	...	...	...	...	...	...	...	...	...	1
Little Car Rock, off Craster ...	...	...	...	...	...	...	...	1	...	...
Little Herwit Rock, South East of Inchkeith.	1	...	...	1	...	...	...	...	...	...
Little Ross Island, Kirkcudbrightshire ...	1	...	...	...	...	...	...	...	...	...
Long Bank, off Rosslare ...	...	...	...	...	...	...	...	1	...	1
Long Craig Rock, near Kirkcaldy ...	...	1	...	...	...	...	...	...	...	...
Long Nab Rock, Yorkshire ...	...	...	...	...	...	...	...	1	...	...
Long Robin Rock, off Kirkcudbright ...	...	...	1	...	...	...	...	...	...	...
Long Rock, near Ballywalter, Co. Down ...	...	...	...	...	...	...	1	...	...	...
Long Sand, Essex ...	5	2	6	1	1	3	4	4	1	...
Long Sand, Lynn Well ...	1	1	4	...	...	1	1	1	1	1
Longnose Ledge, near Margate ...	...	1	1	1	5	2	3	...	1	4
Longships Rocks, Cornwall ...	2	...	...	...	1	...	...	1	...	...
Longstone Rocks, <i>see</i> Fern Islands ...	...	...	...	...	...	...	...	...	...	...
Low Lee Rocks, Mount's Bay ...	...	...	...	...	...	...	1	...	...	...
Lowsy Rocks, off Baltimore, Co. Cork ...	...	...	1	...	...	...	...	...	...	...
Lugo Rock, off St. Mawes, Cornwall ...	...	...	1	1	...	...	...	...	...	...
Lye Rock, Cornwall ...	...	...	1	...	...	...	...	...	...	...
Lymington Banks, Hampshire ...	...	...	...	...	...	...	...	...	...	1
McKenny Bank, Lough Foyle ...	1	...	...	...	...	1	...	...	...	...
Mackenzie's Rocks, <i>see</i> Skerryvore ...	...	...	...	...	...	...	...	...	...	...
Mad Wharf and Formby Spit, Liverpool Bay.	1	...	...	...	...	...	1	...	...	...
Maenheere Rock, off the Lizard ...	...	1	...	...	1	1	1	...	...	...
Maen Bugail Rock, Carnarvonshire ...	...	...	...	...	...	...	...	...	...	1
Maen Piscar Rocks, off Holyhead ...	...	...	...	...	1	...	...	...	...	...
Mag Rocks, Devonshire ...	...	...	...	...	...	...	1	1	...	...
Maiden Island, near Oban ...	...	...	...	...	...	...	...	1	...	...
Maiden Rocks, off Co. Antrim ...	1	...	...	...	1	1	3	...	...	1
Maiden Bower Rocks, Scilly ...	...	...	...	...	...	...	...	1	...	...
Manacles Rocks, Cornwall ...	1	1	1	3	...	...	...	3	...	...
Maplin Sand, including the Blacktail Spit, Essex.	...	5	3	3	7	7	5	6	...	3
Mare Tail Sand, The Wash ...	...	...	...	1	...	...	...	...	...	...
Margate Sands, Kent ...	3	...	1	...	2	1	...	2	1	2
May Island, Firth of Forth ...	1	...	...	1	...	...	...	...	1	...
Mere Rocks, off Exmouth ...	...	...	...	...	...	...	1	1	...	...
Mewstone Rock, Plymouth Sound ...	...	...	...	...	...	...	1	...	...	...
Middle Bank, off Dundee ...	...	...	...	...	...	...	...	1	...	...
Middle Bank, Lough Foyle ...	3	...	1	...	1	...	...	...	...	...
Middle Bank, Lough Lerne ...	...	2	4	...	...	...	...	2	1	...
Middle Bank, The Wash ...	...	...	...	...	...	...	...	...	1	...
Middle Grounds, Bristol Channel ...	...	...	...	...	...	...	...	...	...	1
Middle Mouse, off Cemaes, Anglesey ...	1	...	...	...	1	...	1	...	...	...
Middle Ridge, entrance to B. Torridge ...	...	...	...	...	1	3	...	...	2	...
Middle Sand, Essex, <i>see</i> Swin Middle Sand	...	...	...	...	...	...	...	...	...	...
Middle Sand, River Humber ...	1	3	6	7	2	1	3	3	1	3
Middle Sand, Thames Estuary ...	...	...	...	...	...	...	...	...	...	1
Mixen Shoal, near the Owers, Sussex ...	...	...	...	...	1	...	...	...	...	...
Mixen Sand, near the Mumbles ...	...	...	...	1	1	...	...	...	...	...
Money Rocks, Perthallow, Cornwall ...	...	...	...	...	...	...	...	...	1	...

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	'99-1900.	1900-01.
Rabbit Island, Galway ...	...	...	...	...	...	...	...	...	...	1
Ragged Island, Smith's Sound, Scilly ...	...	1	...	...	...	...	...	...	...	1
Ranle Spit, Glamorganshire ...	...	1	1	...	...	...	...	1	...	1
Rathlee Rocks, Killala Bay, Co. Mayo ...	...	...	...	...	1	1	...	...	...	...
Rattray Briggs, Aberdeenshire ...	...	2	1	1	1	1	1	1	...	...
Raymond Rock, Mount's Bay ...	...	...	...	...	...	1	...	...	...	...
Redcar Rocks, Yorkshire ...	7	4	1	5	1	1	2	3	...	2
Red Sand, Thames Estuary ...	...	1	3	...	...	...	1	...	...	1
Red Stones, near Helbre Island ...	...	...	1	...	...	...	...	...	...	1
Bennies Rocks, Looe Island, Cornwall ...	...	...	...	...	1	...	1	...	...	1
Reny Rocks, Devonshire ...	...	...	...	...	...	...	...	...	...	1
Ridge Bank, off Harwich ...	...	...	...	...	...	...	1	...	...	...
Ridge Sand, Kent ...	...	1	...	...	...	...	...	...	...	...
Ridge, Holy Island, Durham ...	...	...	...	...	1	...	...	...	...	...
Riff Bank, Moray Firth ...	...	...	...	...	1	...	...	...	...	...
Rill Head Rocks, near the Lizard ...	...	...	...	...	...	...	1	...	...	...
Rinane Shoal, R. Shannon ...	...	...	...	...	...	...	1	...	...	...
Rinboy Rock, Co. Donegal ...	...	...	...	...	...	1	...	...	...	...
Ring Rock, S. Uist ...	...	...	1	...	...	...	...	...	...	...
Rip Rap Bank, Liverpool Bay ...	...	...	...	5	...	...	1	...	1	1
Roar Sand, Kent ...	1	...	1	...	1	...	...	...	1	1
Roaring Middle Sand, The Wash ...	...	...	...	...	...	...	...	...	1	...
Robin Rigg Bank, Solway Firth ...	...	...	...	...	...	...	...	...	3	1
Rodger Rocks, Haddingtonshire ...	...	...	...	...	...	...	1	...	...	...
Roger Sand, Lynn Deep ...	...	...	1	...	...	1	1	...	...	...
Rosse Spit, off Saltfleet, Lincolnshire ...	2	...	1	...	1	...	2	...	...	...
Rough Sands, Lower, off Harwich ...	...	...	...	...	...	...	...	...	1	...
Row Rocks, off Castletownsend, Co. Cork ...	...	...	...	...	...	...	1	...	...	...
Rowans Rocks, off Howth ...	...	...	...	...	1	...	...	...	...	...
Ruar Vore, Islay ...	...	...	...	...	...	1	...	...	...	...
Rumble Rock, Shetland Isles ...	...	...	...	...	1	...	...	...	...	...
Rundlestone Rock, Cornwall ...	3	...	1	...	3	...	...	...	1	...
Rusk Bank, Wexford ...	1	...	...	...	...	...	...	...	...	...
Ryde Sands, Isle of Wight ...	1	2	3	1	...	...	4	5	5	10
St. Catherine's Rock, near Inchkeith ...	1	...	...	...	...	...	...	...	...	...
St. Mary's Island, Northumberland ...	...	1	...	1	1	...	1	1	...	1
St. Patrick's Causeway, see Sarn Badrig ...	...	...	...	...	...	...	...	...	...	...
St. Patrick's Rocks, Killala Bay, Co. Mayo ...	...	1	...	...	...	...	...	...	...	...
St. Patrick's Rocks, Co. Down ...	...	...	...	...	...	...	...	...	1	...
Salisbury Bank, River Dee, Flintshire ...	1	...	...	2	1	...	1	...	...	1
Salt Rock, Strangford Lough ...	...	...	1	...	...	...	...	...	...	...
Saltee Island, off Co. Wexford ...	...	...	...	...	1	...	...	1	...	...
Salthouse Bank, near Lytham ...	1	1	...	...	...	...	...	...	1	...
Salt Scars, Yorkshire, see Redcar Rocks ...	...	...	...	...	...	...	...	...	...	...
Sand Haile Bank, Lincolnshire ...	3	3	...	1	...	...	...	...	1	1
Sanda Island, Campbeltown ...	...	1	...	...	...	2	...	...	1	...
Sanigar Sand, River Severn ...	...	...	...	...	...	1	1	...	...	...
Sarn Badrig or St. Patrick's Causeway, Cardigan Bay ...	...	3	1	...	1	...	1	...	...	...
Seanton Sands, North Devon ...	...	1	...	...	...	...	...	...	...	...
Scart Rocks, off Malin Head ...	...	...	...	...	...	1	...	...	...	...
Seawether Sands, Bristol Channel ...	1	1	...	...	1	1	...	...	...	1
Scotchman Rock, Cloghy Bay ...	...	...	...	1	...	...	...	...	...	...
Scotstoun Briggs, Aberdeenshire ...	...	2	...	...	...	...	...	1	...	...
Scoughall Rocks, Haddingtonshire ...	...	...	...	...	1	2	...	...	...	...
Scroby Sand, off Great Yarmouth ...	4	4	11	7	6	3	8	1	6	2
Seal Carr Ledge, N. of Berwick ...	...	...	...	...	...	1	...	...	...	...
Seal Skerries, off Dennis Head, N. Ronaldshay, Orkneys ...	...	...	...	...	...	...	1	1	...	...
Seaton Sea Rocks, near Blyth ...	1	...	...	...	...	...	1	4	1	2
Selker Rocks, Cumberland ...	...	...	...	...	...	1	...	...	...	...
Seven Stones, Land's End ...	1	1	...	...	...	...	1	...	...	...
Sgeirvore Rock, entrance to Stornoway Harbour ...	...	...	...	...	...	...	...	...	1	...
Shag Rocks, Scilly Isles ...	1	...	...	...	...	...	...	...	...	...
Shambles Shoal, off Portland ...	...	...	...	...	...	...	1	...	...	1
Sheep Island, Rathlin Sound ...	1	...	...	...	...	...	...	1	...	...
Sheerness Middle Sand ...	1	...	...	...	...	...	...	...	...	3
Shespherdine Sands, R. Severn ...	...	...	...	...	...	...	...	1	3	...
Sherringham Shoal, Norfolk ...	...	...	1	1	...	...	...	1	1	...
Shingles, Thames Estuary ...	2	2	...	3	1	1	2	2	1	1
Shingles Reef, Hants ...	2	1	3	3	4	1	1	4	...	1
Shipwash Sand, Suffolk ...	1	3	...	3	5	3	...	4	2	5
Shoeburyness Sands ...	1	1	3	4	1	4	...	3	...	...
Shuna Island, Loch Linnhe ...	...	...	1	...	...	...	...	...	...	...
Silloth Bank, Cumberland ...	...	...	1	...	...	...	2	4	...	...
Sizewell Bank, Suffolk ...	...	1	3	1	2	2	3	...	...	1
Skate Bank, Inverness Firth ...	...	...	...	...	...	...	...	...	...	1
Skelligs Rocks, off Co. Kerry ...	...	2	...	...	...	...	...	...	...	...
Skerries, Anglesey ...	...	1	1	...	...	...	...	...	...	1
Skerries, Dublin ...	...	1	2	1	...	...	...	...	...	...
Skerry Rock, near Peterhead ...	...	...	...	...	...	...	...	...	...	1
Skerryvore Rocks, Argyllshire ...	...	...	...	...	...	...	...	2	...	...
Skitter Sand, Humber ...	...	...	...	2	...	...	1	...	1	3

STATEMENT of outlying SANDS and ROCKS upon which Vessels have Stranded—cont.

Name of Sand or Rock.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	99-1900.	1900-01.
Skokham Island, near Milford Haven	...	1	...	2	2	...	1	1	...	2
Skomar Island, near Milford Haven	...	...	...	...	...	2	...	...	...	...
Smalls Rocks, Pembrokeshire	1	3	...	...	...	1	...	1	...	...
Smith's Bank, off Walmer	...	...	...	...	1	...	...	...	...	...
Smith's Knoll, near Hasborough Sand	...	...	...	...	...	1	...	...	...	...
Smith's Sand, Bridlington	...	2	...	1	3	3	...	...	...	1
Society Bank, Firth of Forth	...	1	1	...	...	...	1	...	2	1
South Carr Rocks, Firth of Forth	...	...	...	...	...	...	...	...	1	1
South Rock, Co. Down	...	...	...	1	...	...	2	...	...	...
Sow and Pigs Rocks, Blyth	3	1	1	1	...	...	2	...	...	1
Spaniard Sand, Kent	...	...	1	...	1	...	...	...	...	...
Spencer Spit, Liverpool Bay	...	...	1	...	...	...	...	...	...	1
Spike Bank, Queenstown Harbour	...	...	...	...	...	...	...	...	...	...
Spit Bank, Queenstown Harbour	1	...	...	1	1	1	1	...	...	...
Spit Sand, Bristol Channel	1	...	...	...	...	...	...	...	...	...
Splough Rock, Co. Wexford	...	...	...	1	...	...	...	...	...	...
Sprat Ridge, entrance to R. Torridge	...	...	...	...	2	5	...	1	1	1
Stag Rock, near Cape Wrath	...	...	...	...	...	...	1	...	...	...
Stag Rocks, Co. Cork	...	...	2	...	...	...	...	...	...	...
Stag Rock, Cornwall	...	2	...	...	1	...	...	...	...	1
Staples Rock, off Orail, Fifeshire	...	...	...	...	...	1	...	...	1	...
Steepholm, Bristol Channel	...	...	...	...	...	...	...	...	1	...
Stiffkey Sands, Norfolk	...	...	...	...	1	...	...	...	...	...
Stroma Skerries, Caithness	...	...	...	...	...	2	1	1	...	...
Sully Island, Glamorganshire	...	...	...	1	1	1	...	...	...	...
Sully Ledge, Bristol Channel	...	2	1	...	...	...	...	...	...	...
Sunk Sand, Essex	1	...	...	...	...	...	...	2	2	...
Sunk Sand, River Humber	1	...	1	...	...	...	1	...	2	...
Swadman Rock, off Bamburgh	...	1	...	...	2	...	...	...	...	...
Swallies Rocks, Menai Straits	...	1	1	3	...	...	2	2	...	...
Swin Middle Sand, Thames Estuary	2	2	2	4	8	8	5	4	2	3
Swin Spitway, Essex. <i>see</i> Buxey Sand	...	...	...	...	...	...	...	...	...	...
Tailor's Rock, off Mull	...	...	1	...	...	...	...	...	...	...
Taylor Bank, Liverpool Bay	3	...	3	3	2	1	...	...	4	1
Tavay Island, Loch Erisort, Hebrides	1	...	...	...	...	...	...	...	...	...
Thiel Rock, off Elie, Fifeshire	...	...	...	...	1	...	...	...	...	...
Thorn Island, entrance to Milford Haven	...	1	1	...	...	...	...	...	...	...
Thorpe Rocks, Suffolk	...	1	...	...	...	...	...	...	...	...
Three Fathoms Bank, off Maryport	...	...	...	...	...	1	...	...	...	...
Three Kings Rocks, Cromarty Firth	...	...	...	...	...	1	...	...	...	...
Three Stone Ore, Cornwall	...	...	1	...	...	1	1	2	1	...
Thaga Skerry, Yell Sound, Shetland Isles	...	...	...	...	1	...	...	...	...	...
Tinker Rocks, Totland Bay, Isle of Wight	...	1	...	...	...	...	...	...	...	...
Tos Rocks, Milford Haven	...	1	...	1	1	...	...	1	...	...
Toft Sand, Lynn Deep	...	...	...	...	...	1	...	...	...	...
Tongue Sand, Kent	...	2	1	1	3	3	2	...	1	2
Tor Rocks, near Ilfracombe	...	...	...	...	...	1	...	...	...	...
Trinity Sand, River Humber	1	1	3	...	...	2	1	1	...	...
Tuskar Rock, Wexford	...	...	...	1	...	2	1	...	...	...
Tuskar Rock, Glamorganshire	1	1	1	...	...	...	...	...	...	...
Tynemouth Rocks, Northumberland, including the Black Middens, Battery Rocks, Hepburn Shoal, Prior's Rocks, and Mussel Scarp.	3	2	3	2	4	2	1	...	2	3
Typet Ledge, Isle of Wight	...	...	...	...	...	1	...	...	...	...
Udder Rocks, off Polperro, Cornwall	...	...	...	...	...	...	...	...	...	1
Uppang Rocks, near Whitby	...	...	...	...	...	...	...	...	...	1
Ushaf Rock, Penglery Point, Pembrokeshire.	...	1	...	...	...	...	...	...	...	...
Urk Patch, Bristol Channel	...	...	...	1	...	...	...	1	...	...
Varne Sand, Kent	...	...	1	...	1	1	1	...	...	...
Vee Skerries, off Papa Stour, Shetland	1	...	...	...	...	...	...	...	...	...
Vickillane Isld., Blackets	...	...	...	...	...	...	1	...	...	...
Vidal Rock, Carlingford Lough	...	...	1	...	...	...	...	...	...	...
Vilt Bank, off Falmouth	...	...	...	...	...	4	...	...	...	...
Wallace Rock, off Dunbar	...	...	...	...	...	1	...	...	...	...
Walney Island, Lancashire	2	1	...	1	...	...	...	...	1	3
Warden Ledge, Isle of Wight	...	1	2	...	2	1	1	2	...	1
Water Rocks, Co. Down	...	...	...	...	...	1	...	...	...	...
Well Bank, Norfolk	...	...	...	...	...	...	1	...	...	...

STATEMENT of outlying SANDS and ROCKS upon which vessels have Stranded.—*cont.*

Name of Sand or Rock.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	'90-1900.	1900-01.
Welloe Rock, Mount's Bay ...	1	...	...	...	...	...	...	...	...	...
Wells Sands, Norfolk ...	...	3	1	1	...	...	...	...	...	1
Welsh Sands, Bristol Channel ...	...	1	...	...	3	...	...	...	...	...
West Mouse Rocks, off Anglesey ...	...	...	...	...	...	...	1	...	...	...
West Rocks, off Harwich ...	...	2	1	1	...	...	...	...	1	1
West Vows Rocks, Firth of Forth ...	...	...	...	1	1	...	...	...	...	...
Whale Back Rock, near Lonsie mouth ...	1	...	...	...	...	...	...	...	...	...
Wheat Rocks, near Ballycotton ...	...	...	...	...	...	...	...	1	...	...
Wheat Rock, Sligo Bay ...	...	...	...	...	...	...	1	...	...	...
Whitburn Steel, Durham ...	1	4	1	2	...	2	2	2	6	...
Whitby Sands and Rocks, Yorkshire ...	1	1	...	1	1	6	1	2	2	...
White Rocks, Ardrossan ...	...	...	...	...	...	...	...	...	1	...
Whiteness Rocks, near Kingsgate ...	...	...	...	...	...	...	...	1	...	...
Whitestones, off Sunderland ...	...	...	1	...	...	...	...	2	...	...
White Stones Rocks, Banffshire ...	...	...	...	...	...	...	...	...	1	...
Whiting Sand, Suffolk ...	1	1	...	...	1	...	...	...	...	...
Whitaker Spit, Essex ...	2	...	1	...	...	...	1	1	...	2
Whiting Ness Rock, near Arbroath ...	...	...	...	...	1	...	...	...	...	...
Whitley Sand, Northumberland ...	...	...	...	...	...	1	...	...	...	...
Wildfire Rocks, Haddingtonshire ...	...	...	1	...	...	...	...	...	...	...
Winter Shoal, Plymouth Sound ...	...	...	...	...	...	...	...	...	...	1
Winterton Ridge, Norfolk ...	...	...	1	...	1	1	1	...	...	...
Wolves Rocks, Bristol Channel ...	1	...	1	...	...	...	1	2	1	...
Woolens Rocks, off Penzance ...	...	...	...	1	...	...	1	...	...	...
Woolpack Ridge, The Wash ...	1	1	...	...	...	2	1	...	...	...
Wootton Rocks, Isle of Wight ...	...	...	...	...	...	...	...	...	...	1
Workington Bank, Solway Firth ...	...	...	1	...	...	...	3	...	...	1
Wras Rocks, Crow Bar, St. Mary's, Scilly...	...	...	...	...	...	...	...	1	...	...
Yantlet Flats, River Thames ...	...	...	1	...	...	4	...	...	...	...
Yaw Rock, near the Dodman, Cornwall ...	...	2	...	...	...	...	1	...	...	...
Ynys Groes Rocks, Carnarvon Bay ...	1	...	...	...	...	...	...	...	...	...
Zebra Flats, Liverpool Bay ...	...	2	1	...	...	1	...	...	...	...
Totals ...	264	266	292	270	281	286	274	304	246	277

APPENDIX B.

TABLE 1.—STATEMENT OF CASUALTIES, &c. IN RIVERS AND HARBOURS OF THE UNITED KINGDOM.

TABLE 2.—STATEMENT OF CASUALTIES, &c. IN RIVERS AND HARBOURS ABROAD.

APPENDIX B.

TABLE 1.—STATEMENT showing the RIVERS AND HARBOURS OF THE UNITED KINGDOM in which Shipping Casualties occurred during the Year ended 30th June 1901, and showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

(River casualties, when no limits are mentioned, include all casualties that happened above the mouths of the Rivers.)

	Results of Casualties.		Nature of Casualties.			Description of Vessels.				als.		
Arundel ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Avon (Bristol)	61	61	...	26	30	5	26	65	3	2	96	...
Ayr	2	2	...	...	...	2	1	1	...	...	2	...
Bangor	3	3	...	3	...	...	1	2	...	...	3	...
Barrow-in-Furness	8	8	...	7	...	1	3	3	...	2	8	...
Barry Dock	73	73	...	33	35	5	5	71	3	31	110	1
Belfast	1	7	8	1	6	1	3	11	...	...	14	...
Blackwater ... ..	...	1	1	1	...	...	1	...	...	...	1	...
Blyth	4	4	...	1	3	...	...	4	...	3	7	...
Borrowstouness	1	1	...	...	...	1	...	...	1	...	1	...
Boston	2	2	...	2	...	...	...	1	...	1	2	...
Bridport	1	1	...	...	...	1	1	...	...	...	1	...
Brixham	15	15	...	...	14	1	29	...	...	...	29	...
Brue, Somersetshire	2	2	...	1	1	...	2	1	...	...	3	...
Buckie	1	1	...	...	...	1	1	...	...	...	1	...
Campbeltown	1	1	...	1	...	...	...	1	...	...	1	...
Cardiff	63	63	...	24	29	10	13	42	14	26	95	1
Carriokfergus	1	1	...	1	...	...	...	1	...	...	1	...
Carron	17	17	...	3	13	1	5	16	6	7	34	3
Castletown	1	1	...	...	1	...	2	...	...	...	2	...
Cleddau	1	1	...	1	...	...	1	...	...	...	1	...
Clyde	58	58	...	26	22	10	8	62	2	9	81	...
Colne	5	5	...	...	4	1	7	1	...	1	9	...
Conway	1	6	7	5	...	2	2	3	2	...	7	...
Cork, <i>see</i> Lee.	...	...	...	...	...	...	2	...	...	...	2	...
Cromarty	1	1	...	...	1	...	2	...	...	...	1	...
Crouch	7	7	...	...	7	...	14	...	...	...	14	...
Dart	1	1	...	...	1	...	1	1	...	...	2	...
Dee	4	4	...	2	2	...	5	1	...	...	6	...
Derg (Lough)	1	1	...	1	...	...	1	...	...	...	1	...
Don	1	1	...	...	...	1	...	1	...	...	1	...
Donaghadee	1	1	...	1	...	...	...	1	...	...	1	...
Douglas	4	4	...	1	3	...	...	7	...	...	7	...
Dover	8	8	...	3	2	3	9	5	1	...	15	...
Dunbar	3	3	...	3	...	...	...	2	1	...	3	...
Dundalk	1	1	...	1	...	...	...	1	...	...	1	...
Dundee	3	3	...	...	2	1	...	5	...	...	5	...
Dysart	1	1	...	...	1	...	1	...	1	...	2	...
Ere	1	1	...	...	...	1	1	...	...	...	1	...
Eyemouth	1	1	...	...	...	1	...	1	...	...	1	...
Falmouth	5	5	...	1	4	...	3	4	1	1	9	...
Faversham	1	1	...	...	1	...	1	1	...	...	2	...
Fleetwood	15	15	...	2	12	1	11	14	1	1	27	...
Folkestone	1	1	...	...	...	1	...	1	...	...	1	...
Forth	9	9	...	6	3	1	2	6	2	1	11	...
Forth and Clyde Canal	2	2	...	...	1	1	1	2	...	...	3	...
Foyle	4	4	...	1	1	2	...	5	...	...	5	...
Fraserburgh	1	1	...	...	...	1	1	...	...	...	1	...

STATEMENT of CASUALTIES, &c. in Rivers and Harbours of the United Kingdom—cont.

												Total No. of Vessels.	No. of Lives Lost.
												1	...
												1	...
												17	...
												27	...
												3	...
												1	...
												29	...
												4	...
												4	...
Humber, above Hull	2	39	41	2	15	15	9	27	26	1	5	59	1
Ilfracombe	2	2	...	1	...	1	1	1	1	...	...	3	...
Inverness	1	1	...	1	...	...	...	...	1	...	...	1	...
Ipawich, <i>see</i> Orwell.	...	...	...	...	...	...	...	...	...	...	...	...	...
Itchen	8	8	...	4	3	1	5	6	...	1	...	...	...
Lee	4	4	...	2	...	...	2	4	...	...	...	6	...
Leith	6	6	...	3	3	...	2	6	...	1	...	9	...
Lerwick	1	1	...	...	1	...	1	1	...	...	...	2	...
Lifley	7	7	...	2	3	2	3	7	...	...	...	10	...
Littlehampton	2	2	...	1	1	...	2	1	...	...	...	3	...
Llanelli	1	1	...	...	1	...	...	2	...	...	...	2	...
Loce	1	1	...	...	...	1	1	...	...	...	...	1	...
Lossiemouth ... ..	...	1	...	...	1	...	1	1	...	...	...	2	...
Lowestoft	17	17	...	1	14	2	27	4	1	...	...	32	1
Lune	2	2	...	1	...	1	1	...	1	...	...	2	...
Lydney Canal	1	1	...	...	...	1	1	...	...	...	...	1	...
Lyme Regis. ... ..	...	2	...	1	...	1	2	...	...	...	...	2	...
Lynn, <i>see</i> Ouse (Norfolk).	...	...	...	...	...	...	...	...	...	...	...	...	...
Manchester Ship Canal	1	54	55	...	28	21	6	27	50	...	10	87	...
Maryport ... ..	...	5	5	...	3	1	1	...	2	...	1	6	...
Medina ... ..	...	1	1	...	...	1	...	2	...	...	...	...	...
Medway	26	26	...	2	23	1	39	10	...	...	...	49	1
Mersey	5	199	204	2	66	102	34	108	182	8	19	317	8
Methil ... ..	...	8	8	...	4	3	1	1	3	3	4	11	...
Middlesbrough, <i>see</i> Tees.	...	...	...	...	...	...	...	...	...	...	...	...	...
Milford	4	...	...	2	1	1	1	4	...	...	...	5	...
Milton, Kent	2	2	...	...	...	...	...	...	...	...	...	...	...
Morrisonshaven	2	2	...	1	1	...	...	...	...	...	...	3	...
Ness (Inverness)	1	...	...	1	...	...	...	1	...	...	...	1	...
Ness (Isle of Lewis)	1	...	...	...	1	...	...	5	...	...	...	5	...
Newhaven	3	...	...	1	2	...	...	1	2	2	...	5	...
Newlyn	10	10	...	4	6	1	14	3	...	...	...	17	...
Newport, Mon., <i>see</i> Usk.	...	...	...	...	...	...	...	...	...	...	...	...	...
Newquay	1	1	...	...	...	1	1	...	...	...	...	1	...
Newry	5	5	...	5	...	...	...	1	4	...	...	5	...
Nith	1	1	...	1	...	...	...	1	...	...	...	1	...
Ogmore (Glamorganshire)	1	1	...	1	...	...	...	...	1	...	...	1	...
Orwell	8	8	...	4	3	1	8	1	1	1	1	11	...
Ouse (Norfolk)	2	2	...	1	...	1	1	...	...	1	...	2	...
Ouse (Yorkshire)	27	27	...	20	6	1	3	29	...	1	...	...	...
Parret	8	8	...	...	6	...	12	2	...	...	...	14	...
Pensance	4	4	...	...	...	...	3	5	...	...	...	8	...
Perth	2	2	...	1	1	...	...	3	...	...	...	3	...
Plymouth (including Devonport)	2	29	31	...	5	14	12	31	12	...	3	46	...
Poole	5	3	...	...	...	1	...	2	...	...	...	6	...
Porthcawl	1	1	...	1	...	...	1	...	...	...	...	1	...
Portishead	1	1	...	...	1	...	...	2	...	...	...	2	...
Portrush	1	1	...	...	...	1	1	...	...	...	...	1	...
Portsmouth	14	14	...	3	8	3	7	15	...	...	...	22	8

STATEMENT of CASUALTIES, &c. in Rivers and Harbours of the United Kingdom—cont.

															No. of Lives Lost.
															5
															8
															6
															6
															1
															4
															1
															8
															8
															7
															1
															8
															4
															1
															1
															4
															9
															7
															1
															8
															1
Tees	...	...	...	...	38	38	...	16	18	4	11	37	...	19	67
Teignmouth	...	...	...	...	1	1	...	1	...	...	...	1	...	...	1
Tetney Haven	...	...	...	...	2	2	...	2	...	...	2	...	...	...	2
Thames (above Gravesend)	...	...	...	...	17	539	556	2	45	473	36	622	425	18	88
Torquay	...	...	...	...	1	1	...	...	1	...	1	...	1	...	3
Torridge	...	...	...	...	8	8	...	...	8	...	15	...	1	...	16
Trent	...	...	...	...	4	4	...	2	...	2	3	1	...	...	4
Troon	...	...	...	...	1	1	...	...	1	...	1	1	...	...	2
Tweed	...	...	...	...	5	5	...	4	...	1	1	2	1	1	5
Tyne	...	...	...	...	1	71	72	...	11	50	11	21	92	4	17
															134
Usk	...	...	...	...	35	35	...	16	15	4	18	24	8	5	50
Watchet	...	...	...	...	2	...	2	...	2	...	10	...	...	...	10
Wear	...	...	...	...	26	26	...	9	15	2	10	29	1	4	44
Westport	...	...	...	...	1	1	...	...	...	1	1	...	...	...	1
Wexford	...	...	...	...	1	1	...	1	...	...	...	1	...	...	1
Weymouth...	...	...	...	...	2	2	...	1	1	...	1	2	...	...	3
Whitehaven	...	...	...	...	2	2	...	1	1	...	3	...	...	...	3
Wick	...	...	...	...	3	3	...	1	1	1	2	2	...	...	4
Wicklow	...	...	...	...	1	1	...	...	1	...	1	1	...	...	2
Witham	...	...	...	...	8	8	...	7	1	...	...	6	2	1	9
Workington	...	...	...	...	9	9	...	4	5	...	...	8	...	6	14
Yare	...	...	...	...	27	27	...	3	22	2	24	22	2	2	50
Totals for 1900-1901	...	...	...	...	35	1,895	1,930	6	558	1,133	233	1,370	1,503	115	293
Totals for 1899-1900	...	...	...	...	48	1,866	1,914	11	508	1,120	275	1,270	1,498	128	280
Totals for 1898-99	...	...	...	...	55	2,839	2,394	4	706	1,301	383	1,576	1,301	187	249
Totals for 1897-98	...	...	...	...	52	2,298	2,350	4	714	1,319	313	1,621	1,857	163	205
Totals for 1896-97	...	...	...	...	53	2,140	2,193	6	690	1,209	288	1,428	1,786	128	198
Totals for 1895-96	...	...	...	...	48	1,982	2,030	6	638	1,053	333	1,378	1,568	170	144
Totals for 1894-95	...	...	...	...	57	1,993	1,990	3	582	1,103	302	1,384	1,595	162	148
Totals for 1893-94	...	...	...	...	62	2,205	2,267	13	760	1,209	285	1,533	1,751	187	138
Totals for 1892-93	...	...	...	...	48	1,848	1,891	1	587	1,033	270	1,283	1,493	136	129
Totals for 1891-92	...	...	...	...	56	1,588	1,644	3	469	892	280	1,244	1,378	115	108

TABLE 2.—STATEMENT showing the RIVERS AND HARBOURS IN BRITISH POSSESSIONS ABROAD in which Casualties that were reported during the Year ending 30th June 1901, occurred to British and Foreign Vessels, and also the RIVERS AND HARBOURS IN FOREIGN COUNTRIES in which Casualties reported during that period occurred to British Vessels, showing also the Nature of the Casualties, and whether resulting in Total or Partial Loss of Vessel, together with the Number of Vessels which met with Casualties, and the Number of Lives Lost by such Casualties, and further distinguishing British Vessels from Foreign Vessels, and Sailing Vessels from Steam Vessels.

Name of River or Harbour.	Results of Casualties			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Loss.	Partial Losses.	Total.	Foundering.	Stranding.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Akyab	1	...	1	...	...	...	1	...	1	...	...	1	...
Albany, W.A.	1	1	...	...	1	...	1	1	...	...	2	...
Alexandria	4	4	...	1	...	3	...	4	...	...	4	...
Algiers	5	5	...	...	1	4	...	5	...	...	5	1
Almeria	1	1	...	1	...	...	...	1	...	...	1	...
Amazon	1	1	...	1	...	...	...	1	...	...	1	...
Amsterdam	2	2	...	...	1	1	...	2	...	...	2	...
Auckland, N.Z.	1	...	1	1	...	...	...	1	...	...	...	1	...
Baltimore	2	2	...	...	...	2	...	2	...	...	2	...
Blavet	1	1	...	1	...	...	...	1	...	...	1	...
Bombay	6	6	...	...	...	2	...	6	...	...	6	...
Boston, Mass.	1	...	1	...	...	...	1	1	...	...	...	1	...
Boulogne	1	1	...	...	1	...	...	1	...	...	1	...
Brisbane	1	5	6	...	4	2	...	2	6	...	...	8	...
Bruges Canal	1	1	...	...	1	...	...	1	...	...	1	...
Brussels	1	1	...	...	1	...	...	1	...	...	1	...
Buenos Ayres	18	18	...	12	...	3	1	17	...	...	18	...
Calais	1	1	...	...	1	...	...	1	...	...	1	...
Canton	2	2	...	1	...	1	...	2	...	...	2	...
Cape Town...	2	2	...	...	2	...	2	2	...	...	4	...
Charente	1	1	...	1	...	...	...	1	...	...	1	...
Charleston, S. Ca.	1	1	...	1	...	...	...	1	...	...	1	...
Christiania	1	1	...	1	...	...	...	1	...	...	1	...
Christiansand	1	1	...	...	1	...	...	1	...	...	1	...
Columbia	1	3	4	...	3	...	1	1	3	...	...	4	...
Congo	1	1	...	...	...	1	...	1	...	...	1	1
Constantinople	3	3	...	...	2	1	...	3	...	...	3	...
Cocosaw	1	1	...	1	...	...	...	1	...	...	1	...
Copenhagen	1	1	...	...	1	...	...	1	...	...	1	...
Coursulles	1	1	...	1	...	...	...	1	...	...	1	...
Cronstadt	3	3	...	1	1	1	...	3	...	...	3	...
Danube	11	11	...	8	1	2	...	11	...	...	11	...
Delaware	10	10	...	5	4	1	3	2	...	...	10	...
Dives	1	1	...	1	...	...	1	...	...	...	1	...
Douro	1	1	...	1	...	...	...	1	...	...	1	...
Dunkirk	14	14	...	7	7	...	2	13	...	...	15	...
Dwina	2	2	...	1	...	1	...	2	...	...	2	...
Elbe	84	84	...	42	25	17	10	78	...	...	88	...
Enns...	1	1	...	1	...	...	...	1	...	...	1	...
English, E. Africa	1	1	...	1	...	...	...	1	...	...	1	...
Fécamp	1	1	...	1	...	...	...	1	...	...	1	...
Fernandina	1	1	...	1	...	...	...	1	...	...	1	...
Fraser	1	...	1	...	...	...	1	...	1	...	...	1	...
Galveston	6	6	...	2	...	1	...	10	...	...	10	...
Garonne	3	3	...	...	3	...	...	6	...	...	6	...
Geelong	1	1	...	1	...	...	...	1	...	...	1	...
Genoa	3	...	...	...	3	...	3	...	...	3	...
Ghent	1	1	...	...	1	...	...	1	...	...	1	...
Gothenburg	1	1	...	...	...	1	...	1	...	...	1	1
Guadalquivir	3	3	...	1	1	1	...	...	...	...	3	...

STATEMENT of CASUALTIES, &c. in Rivers and Harbours Abroad—cont.

Name of River or Harbour.	Results of Casualties			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Guadiana	2	2	...	2	...	...	...	2	...	...	2	...
Haiphong	1	1	...	1	...	...	...	1	...	...	1	...
Havre	22	22	...	16	5	1	...	22	...	...	22	...
Honfleur	1	1	...	...	...	1	...	1	...	...	1	...
Hong Kong	3	3	...	...	1	2	...	5	...	...	5	1
Hooghly	2	21	23	..	9	4	10	7	22	...	29	11
Huelva	8	8	...	3	5	...	2	6	...	...	8	...
Irrawaddy	7	7	..	...	6	1	7	4	...	2	13	...
Karachi	1	1	...	1	...	...	...	...	...	1	1	...
Kobe	1	1	...	...	...	1	...	1	...	...	1	...
Korsoer	1	1	...	1	...	...	...	1	...	...	1	...
Kustendji	1	1	...	...	1	...	...	1	...	...	1	...
La Plata	1	1	...	1	...	...	...	1	...	...	1	...
Leghorn	1	1	...	...	1	...	...	1	...	...	1	...
Loire	42	42	...	37	2	8	2	40	...	...	42	...
Lyttelton, N.Z.	1	1	...	1	...	...	...	1	...	...	1	...
Mace	15	15	...	11	4	...	1	16	...	...	17	...
Malmö	1	1	...	...	1	...	...	1	...	...	1	...
Malta	1	1	...	...	1	...	...	1	...	...	2	...
Marcellles	3	3	...	2	...	1	...	3	...	...	3	...
Mary, Queensland	...	1	1	...	...	1	...	1	1	...	...	2	...
Mississippi	10	10	...	3	3	4	...	11	...	...	11	...
Mobile	2	2	...	2	...	...	...	2	...	...	2	...
Naples	2	2	...	...	1	1	...	2	...	...	2	...
Nepean	1	1	...	...	...	1	...	1	...	...	1	...
Nervion	9	9	...	1	8	...	...	9	...	...	9	..
Neva	3	3	...	1	2	...	...	4	...	...	4	...
Nova	3	3	...	...	2	...	1	4	...	...	5	...
Newcastle, N.S.W.	...	3	3	...	...	2	1	1	4	...	...	5	...
New York	17	17	...	4	6	7	5	12	...	...	17	1
Niger	1	1	...	1	...	...	...	1	...	...	1	...
Norfolk, Virginia...	...	2	2	...	1	1	...	1	1	...	...	2	...
Norfolk, Virginia...	...	6	5	11	1	3	...	2	7	...	...	11	...
North American Lakes
North Sea Canal, Holland	...	2	2	...	1	1	...	...	2	...	...	2	...
North Sea and Baltic Canal	...	3	3	...	...	3	...	...	3	...	...	3	...
Oder	1	1	...	...	1	...	...	1	...	...	1	...
Odessa	5	5	...	...	1	4	...	5	...	...	5	...
Opawa	1	1	..	1	...	...	...	1	...	...	1	...
Oran	1	1	...	...	1	...	...	1	...	...	1	...
Orne	6	6	...	2	3	1	3	4	...	...	7	...
Ostend	2	2	...	1	1	...	1	1	...	...	2	...
Otago	1	1	...	..	1	...	...	2	...	...	2	...
Onistreham	2	2	...	2	...	...	...	2	...	...	2	...
Palembang...	1	1	...	1	...	...	...	1	...	...	1	...

STATEMENT of CASUALTIES, &c. in Rivers and Harbours Abroad—cont.

Name of River or Harbour.	Results of Casualties.			Nature of Casualties.				Description of Vessels.				Total No. of Vessels.	No. of Lives Lost.
	Total Losses.	Partial Losses.	Total.	Foundering.	Strandings.	Collisions.	Other Causes.	British.		Foreign.			
								Sailing.	Steam.	Sailing.	Steam.		
Parana	2	31	33	...	26	4	3	7	28	...	...	35	...
Pensacola ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Port Adelaide ... ..	...	1	1	...	1	1	1	...	...	...	...	1	...
Port Arthur Canal, U.S.A. ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Port de Bouc ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Port Pirie ... ..	...	5	5	...	4	1	...	1	3	2	...	6	...
Port Said ... ..	...	5	5	...	1	2	2	...	7	...	...	7	...
Portland, Me. ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Rio de Janeiro ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Sabine Pass, U.S.A. ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
St. Brieux ... ..	...	2	2	...	1	...	1	1	1	...	...	2	...
St. Helier ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
St. John, N.B. ... ..	...	1	1	...	...	...	1	...	...	1	...	1	...
St. Lawrence ... ..	...	7	7	...	6	1	...	2	7	...	...	9	...
St. Malo ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
St. Nazaire ... ..	...	6	6	...	2	2	2	...	6	...	...	6	...
St. Sampson's, Guernsey ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Salem, Mass. ... ..	...	1	1	...	...	1	...	2	...	...	...	2	...
San Francisco ... ..	...	5	5	...	1	3	1	5	1	...	...	6	...
Savannah, Georgia ... ..	...	10	10	...	6	...	4	2	8	...	...	10	...
Savona ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
Scheldt ... ..	...	50	50	...	22	26	2	6	53	...	...	59	...
Seine ... ..	...	3	3	...	2	...	1	...	3	...	...	3	...
Seymour, Queensland ... ..	...	1	1	...	1	...	...	...	1	...	...	1	...
Shanghai ... ..	...	5	5	...	...	4	1	...	7	...	...	7	...
Suez Canal ... ..	...	23	23	...	16	4	3	...	24	...	...	24	...
Sydney, N.S.W.	1	17	18	...	1	11	6	6	22	1	...	29	...
Tamar ... ..	...	4	4	...	3	...	1	4	...	...	...	4	...
Terneuzen ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Townsville ... ..	...	1	1	...	...	1	1	...	2	...	...	3	...
Treport ... ..	...	2	2	...	1	1	...	...	2	...	...	2	...
Trouville ... ..	...	2	2	...	2	...	...	...	2	...	...	2	...
Valencia ... ..	...	1	1	...	...	1	...	...	1	...	...	1	...
Venice ... ..	...	3	3	...	...	2	1	...	1	...	...	3	...
Victoria, B.C. ... ..	...	1	1	...	...	...	1	...	1	...	...	1	...
Vistula ... ..	...	2	2	...	...	2	...	...	2	...	...	2	...
Wellington, N.Z. ... ..	...	2	2	...	1	1	...	...	3	...	...	3	...
Weser ... ..	...	14	14	...	9	2	3	...	14	...	...	14	...
Westport, N.Z. ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Wilmington ... ..	...	1	1	...	...	1	...	...	2	...	...	2	...
Yangtze ... ..	...	4	4	...	2	2	...	...	5	...	...	5	...
Yarra ... ..	...	5	5	...	1	4	...	3	5	...	...	8	...
Yukon	2	...	2	1	...	...	1	...	2	...	...	2	3
Totals for 1900-1901	20	661	681	3	337	211	180	110	111	4	3	764	22
Totals for 1899-1900	29	637	666	3	327	219	117	81	653	1	3	798	57
Totals for 1898-99	19	734	803	1	412	280	130	84	803	9	8	909	16
Totals for 1897-98	25	785	810	7	420	240	143	112	800	5	5	902	32
Totals for 1896-97	17	807	824	1	444	245	133	94	812	15	7	928	14
Totals for 1895-96	35	737	772	3	411	187	171	104	740	9	6	859	99
Totals for 1894-95	20	679	699	2	323	220	154	125	653	5	3	791	4
Totals for 1893-94	25	700	725	5	385	217	124	153	656	7	3	818	39
Totals for 1892-93	22	668	690	1	329	203	155	133	634	1	4	700	29
Totals for 1891-92	29	619	648	3	284	240	121	131	615	7	5	758	34

APPENDIX C.

TABLE 1.—SEA CASUALTIES.—TOTAL LOSSES WITH OR WITHOUT LOSS OF LIFE.

TABLE 2.—SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

TABLE 3.—RIVER AND HARBOUR CASUALTIES.—TOTAL LOSSES WITH OR WITHOUT
LOSS OF LIFE.

TABLE 4.—RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

APPENDIX C.

Table 1.—Detailed Statement of Sea Casualties Involving TOTAL LOSS OF VESSEL which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels Abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad; in five divisions, viz., (1) Foundering, (2) Strandings, (3) Collisions, (4) Casualties from other causes, and (5) Missing Vessels.

(1) FOUNDERINGS.

Date of Casualty.	Name and Age of Vessel	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Foot, or Bureau Veritas (b) Date of last survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1898. 12 Feb.	"Prince Rupert" Age unknown.	Belize, British Honduras.	.. ..	Pilot ship, W.	3	Supposed none on board.	.. ..	H. Arnold, Belize, British Honduras.	Lying at Half Moon Cay Pilot Station.		Ballast ..	—	—	Drifted to sea from Half Moon Cay, British Honduras.
1900 1 Feb.	"Rooparel" Age unknown.	British India (not registered).	.. ..	Sailing vessel, W.	—	—	.. ..	.. ..	Kurrachee ..	Jambagar	—	—	—9	Lat. 25° 37' N., long. 67° E., Arabian Sea.
21 Mar.	"Palakhi" Age unknown.	British India (not registered).	.. ..	Sailing vessel, W.	19	—	.. ..	.. ..	Bombay ..	Bankot ..	—	—	—9	4 miles N. of Kunderi Island, Bombay, W. coast of India.
6 Apr.	"Laxumiprasad" Age unknown.	Native India ..	.. ..	Native craft, W.	50	—	.. ..	.. ..	Bassein ..	Mangalore	—	—	—8	Passaic Creek, Bombay, W. coast of India.
16 Apr.	"Bride" 1 year.	Baseterren, St. Kitts.	.. ..	Ship, W...	7	None on board.	C. Broadbent ..	Mrs. E. L. Battley.	Moured at New Castle, Nova, W. Indies.		Ballast ..	—	—	Off New Castle, Nova Island, West Indies.
19 Apr.	"Kim Guan Beng" 4 years.	Singapore	.. ..	Motorship, W.	91	9	.. ..	W. K. Kim Seong, Singapore.	Shak ..	Singapore	Wood ..	—	Squally	Off Sink, Sumatra.
22 Apr.	"Dhanprasad" Age unknown.	British India (not registered).	.. ..	Sailing vessel, W.	14	—	.. ..	.. ..	Tanapur ..	Bhavnagar	—	—	—9	Underman, Bombay, W. coast of India.
6 May	"Laxumiprasad" Age unknown.	Native India ..	.. ..	Native craft, W.	10	—	.. ..	.. ..	Vandola ..	Bhavnagar	—	—	—9	Near Bhavnagar Light-house buoy, Gulf of Cambay, W. coast of India.
6 June	"Rooparel" Age unknown.	Native India ..	.. ..	Native craft, W.	15	—	.. ..	.. ..	Cambay ..	Bhavnagar	—	—	—9	Near Nova Bet, Gulf of Cambay, W. coast of India.
7 June	"Alimadai" Age unknown.	Native India ..	.. ..	Native craft, W.	90	—	.. ..	.. ..	Bombay ..	Portabender	—	—	—	Opposite Temple of Somnath, Kathiawar, W. coast of India.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

7 June	"Esperet" .. Age unknown.	British India .. (not registered.)	..	..	..	..	..	..	..	Bombay ..	Bharuagar ..	..	..	..	— 9	Umbat, Danti, Bombay, W. coast of India.
8 June	"June" .. 28 years.	Sydney, N.E.W.	..	..	..	..	..	..	..	Norwich, N.S.W.	Sydney, N.S.W.	Timber ..	..	..	R.W. 9	Shoal Bay, Port Stephens, New South Wales.
16 June	"Oma" .. 1 year.	Hayti ..	..	..	..	..	..	..	..	Salt Cay, Turk Islands.	Cape Hayti	Salt, 6 pas- sengers.	7 (crew and 6 pas- sengers).	..	R.R. 4	Between Salt Cay and Sand Cay, Turk Islands, West India.
3 July	"Petrel" .. Age unknown.	Not registered	..	..	..	..	..	..	..	Nass, Lewis, for fishing.	Ballast ..	Ballast ..	..	..	N.E. 9	Off Butt of Lewis, Lewis, Hebrides.
22 July	"Ludia Vroomo" .. Age unknown.	Belgium ..	..	..	..	..	..	..	..	Ostend, for fishing.	Ballast ..	Ballast ..	..	..	—	14 miles E. of Souter Point, Durham.
29 July	"Polo" .. 12 years.	Lusbury, N.E.	..	..	..	..	..	..	..	Lousbury, N.E.	Coal ..	Coal ..	..	..	Cyclone	Off Cape Fourchile, Cape Breton.
1 Aug.	"Rosalia" .. 25 years.	Falmouth ..	..	..	..	..	..	..	..	Harburg ..	Dublin ..	Salt, 1 pas- senger.	..	..	R.W. 6	About 20 miles S.W. of Ter- schelling Lightship, North Sea.
2 Aug.	"Uan" .. 15 years.	Trinidad ..	..	..	..	..	..	..	..	Port of Spain, Trinidad.	Toco, Trinidad.	General, 1 passenger.	..	..	R. 7	14 mile N.W. of Grand Riviere, Trinidad, West India.
4 Aug.	"Benjo Whimery" .. 35 years.	Maryport ..	..	..	..	..	..	..	..	London ..	W. Harle- pool.	Iron ore ..	6	..	N. 10	15 miles E. of Spurn Light- ship, off Yorkshire.
6 Aug.	"Olga" .. 5 years.	Not registered	..	..	..	..	..	..	..	Port St. Mary, for a pleasure trip.	Port St. Mary, for a pleasure trip.	Ballast, 1 passenger.	2 (1 crew and 1 pas- senger).	..	R.K. 6	About 4 mile S.W. of Port St. Mary breakwater, Isle of Man.
8 Aug.	"Doreen" .. 8 years.	Lowestoft ..	..	..	..	..	..	..	..	Ostend ..	Dover ..	Ballast ..	..	..	W. 9	About 2 miles S. of E. Good- win Lightship, off Kent.
10 Aug.	"Agonora" .. 12 years.	Pudlow ..	..	..	..	..	..	..	..	Nieuport, Belgium.	Portsmouth	Cement ..	..	..	R. 7	6 miles N.E. of Gallipoli Lightship, Thames Estuary.
13 Aug.	"Luxuniprasand" .. Age unknown.	British India (not registered.)	..	..	..	..	..	..	..	Gogo ..	Bombay ..	..	..	..	— 9	Near Mapori, Bombay, W. coast of India.
16 Aug.	"Paket" .. Age unknown.	Not registered	..	..	..	..	..	..	..	Falmouth, Jamaica.	Bio Bueco, Jamaica.	Rum ..	1	..	Squally ..	Off N. coast of Jamaica, Caribbean Sea.
20 Aug.	"Casard" .. 30 years.	France ..	..	..	..	..	..	..	..	Regnéville ..	Jersey ..	Limestone and hay.	..	..	N.E. 8	3 miles S. of Echo Tower, Jersey, Channel Islands.
20 Aug.	No name .. Age unknown.	Not registered	..	..	..	..	..	..	..	Portsmouth, for a pleasure trip.	Portsmouth, for a pleasure trip.	Ballast, 6 pas- senger.	1 (pas- senger).	..	E. 11 7	Near entrance to Ports- mouth Harbour.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDINGS—continued.

Date of casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of lives lost.	Wind.	Place of Casualty.
1900. 27 Aug.	"Overton" 21 years.	Cardiff ..	(a) L.L. 1/2 At (in red) L. (b) 11.92.	S.M., I.	491	17	T. Evans ..	M. Cope, Cardiff ..	Seville ..	Liverpool ..	Rulphur ore.	—	N.N.E. 4	Lat. 49° 45' N., long. 9° 34' W., Bay of Biscay.
1 Sept.	"Kim Guan Koo" 4 years.	Singapore ..	.. ..	Schooner, W.	119	8	Tan Ah Foon ..	Goh Sing Koh, Singapore.	Serapong ..	Singapore ..	Timber ..	—	Equally ..	Near Pulo Damar, Singapore.
Sailed 1 Sept.	"Trusty" 4 years.	Not registered	.. ..	Schooner, W.	1	3	J. Harris ..	E. A. Provot, St. Sampson's, Guernsey.	St. Sampson's, for fishing.		Ballast, 1 passenger.	3 (2 crew & 1 passenger).	Squally ..	Supposed between Amfrique Rock and St. Sampson's Harbour, Guernsey, Channel Islands.
4 Sept.	"Alert" 70 years.	Glasgow ..	.. ..	Outter, W...	26	—	F. Macrae, Ardaraig, Loch Carron.		.. ..	.. ..	Cured herrings.	—	Calm ..	Lochbeg, Ross-shire.
12 Sept.	"Kathleen" 8 years.	Not registered	.. ..	Dandy, W.	1	1	G. May, Salcombe, Devonshire.		Salcombe, for fishing.		Ballast ..	1	E. 5	Off Gammon Head, near Prawle Point, Devonshire.
About 14 Sept.	"Goodwill" 6 years.	St. John's, N.F.L.	.. ..	Schooner (fishing), W.	24	5	J. Carnell ..	G. Carnell, Western Arm, Rocky Bay, Pogo, N.F.L.	Rocky Bay, N.F.L.	.. ..	Ballast ..	5	N. 11	Mouth of Green Bay, Newfoundland.
21 Sept.	"Nonpareil" New.	London..	(a) L.L. 1/2 100 At (b) 8.00.	Ship, Steel	1,871	29	E. H. Hatfield ..	Anglo-American Oil Co., Ltd., London.	New York ..	Sourabaya, Java.	Paraffin ..	—	E. 12	Lat. 39° 50' N., long. 49° W., N. Atlantic.
24 Sept.	"Ellaville" 26 years.	Liverpool ..	(a) R. Ver. 5.2, L.L.I. for 6 years from 7.94. (b) 8.97.	Ship, W ..	1,346	14	L. Cook ..	J. Wotherspoon, Liverpool.	Ship Island, Mississippi.	Liverpool ..	Pine logs..	—	S.E. 13	Lat. 40° N., long. 69° 50' W., N. Atlantic.
2 Oct.	"Agnes" 67 years.	Belfast ..	.. ..	Schooner, W.	57	3	J. Smith, Kilkeel, co. Antrim.		Belfast ..	Glasgow ..	Steel bolts.	—	N.N.W., equally.	10 miles W. of Cornewall Point, Wigtownshire.
2 Oct.	"Mary L. Burrell" 17 years.	Yarmouth, N.S.	(a) R. Ver. 3.3, L.L.I. for 6 years from 11.50. (b) 6.96.	Ship, W. ..	1,449	—	.. ..	W. Burrell, Yarmouth, N.S.	New York ..	Haigon ..	Oil ..	—	—	Lat. 27° 45' S., long. 37° 30' W., S. Atlantic.
3 Oct.	"Kim Chye Guan" 6 years.	Singapore ..	.. ..	Schooner, W.	65	8	Lim Cheng Wan	Lim Choon Sing, Singapore.	Pakan ..	Singapore ..	Ballast ..	—	— 3	Off Pagan, Sumatra.
11 Oct.	"W. K. Smith" 9 years.	Digby, N.S.	.. ..	Schooner, W.	90	5	W. H. Smith ..	W. K. Smith, Plympton, Digby Co., N.S.	Portland, Me.	Yarmouth, N.S.	Ballast ..	—	—	50 miles E. of Sable Island, N. Atlantic.
14 Oct.	"Flurry" 2 years.	Kingscove, St. Vincent.	.. ..	Sloop, W. ..	11	5	H. Romain, arratoon, Grenada.		Carriacou ..	Trinidad ..	Live stock & eggs, 1 passenger.	—	N. 9	About 3 miles W. of Sandy Island, West Indies.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDERING—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas, or Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 19 Dec.	"Beta" .. Age unknown.	Not registered	..	Barge (tugboat), W.	1	None on board.	..	W. Hill & Co., London.	Holyhead ..	Pembroke	Ballast ..	—	S.W. 8	About 11 miles W.W. of the S. Stock, Antrim.
20 Dec.	"Countess of Erroll," 30 years.	Newcastle-upon-Tyne.	..	S.S. W. ..	53	3	G. Croxford ..	J. Lindsay, New- castle-upon-Tyne.	Newcastle-upon-Tyne.	Pedyke, Lincolnshire.	Coal ..	—	S.W. 8	Near Ronda, River Hum- ber.
21 Dec.	"Christina" .. Age unknown.	Not registered	..	Lug sail, W.	4	6	P. Nicholson ..	J. Nicholson, Mos- bank, Shetland.	Firth, Delting, Shetland, for fishing.		Ballast ..	—	N.W. 10	Supposed between Yell Sound and Shetland, Shet- land.
21 Dec.	"Kate" .. Age unknown.	Not registered	..	Lug sail, W.	2	6	L. Nicholson ..	E. Robertson, Swinscar, Delting, Shet- land.	Swinscar, for fishing.		Ballast ..	—	N.W. 10	Supposed between Yell Sound and Shetland, Shet- land.
21 Dec.	No name .. Age unknown.	Not registered	..	Lug sail, W.	Sur- posed about 2	5	..	..	Nesdon, Delting, Shetland, for fishing.		Ballast ..	—	N.W. 10	Supposed between Yell Sound and Shetland, Shet- land.
21 Dec.	"William John" .. Age unknown.	Not registered	..	Lug sail, W.	2	5	J. Laurensen ..	W. Cole, Mos- bank, Shetland.	Toft, Delting, Shetland, for fishing.		Ballast ..	—	N.W. 10	Supposed between Yell Sound and Shetland, Shet- land.
21 Dec.	"W. R. T." .. 28 years.	Truro ..	..	Schooner, W.	80	3	W. O. Ivory ..	J. A. Ivey, Lon- don.	Campbelltown New Ross		Barley ..	3	W.N.W. 8	14 miles S.E. by E. of Selkirk Lighthouse, Irish Sea.
24 Dec.	"Rifle Ball" .. Age unknown.	Not registered	..	Sailing boat, W.	1	2	J. Samuel ..	W. Thompson, Antigua.	Antigua, for fishing		Ballast ..	—	S.E. 10	Off Warrington Reef, An- tigua, West Indies.
26 Dec.	"Sento" .. New.	Glasgow	..	Steam dredger, Steel.	265	17	G. Thomson ..	Lobnitz & Co., Lim., Renfrew.	Renfrew ..	Formosa ..	Ballast ..	13	A succe- sion of gales.	About 3 miles E. of Dun- rook Lighthouse, off co. Ork.
28 Dec.	"Landaniles" .. 45 years.	Liverpool	..	Sloop, L.	72	2	D. Jones ..	J. Nelson, Liver- pool.	Landbever ..	Birkenhead	Salt, 1 passenger.	—	N.W. 10	Driven from moorings in St. Tudwal's Roads, Car- diguan Bay.
28 Dec.	"Westminster" .. 13 years.	Not registered	..	Yacht (fish- ing boat), W.	2	None on board.	T. Corlett ..	Elver Dee Fishery Board, Orkney.	Moored at Haswall, Orkney.		Ballast ..	—	N.W. 9	Haswall, Orkney.
1901. 3 Jan.	"Christian" .. 36 years.	Borchester	..	Spritsail barge, W.	42	3	D. Rimmon ..	J. Little, Strood, Kent.	N. Woolwich	Wickham, R. Medway	Coke ..	—	E. 8	Near Grain Spit Buoy, Kent.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	"Annie" .. Age unknown.	Not registered	..	..	Yawl (sloop trawler, W.)	5	None on board.	S. Armitage, Hoylake, Cheshire.	Moor'd at Hoylake, Cheshire.	Ballast	—	R.E. 5	Hoylake, Cheshire.
6 Jan.	"Annie" .. Age unknown.	Glasgow	..	..	S.S., L. ..	1,500	24	J. Jones ..	H. Abram, Irvine	Pennscola ..	Barcelona .. and Man- edillas.	N.W. 7	Lat 28° 28' N., long. 29° 48' W., N. Atlantic.
7 Jan.	"Strathleven" .. 26 years.	France ..	..	..	Brigantine, W.	46	6	J. Batoche ..	Morgan, Irwin, Plestin, Falm- pol, France.	Newport ..	Conquest ..	S.E. 7	About 7 miles S.E. of Dirk Ova, Oranouty, oo. Cork.
8 Jan.	"Charles Elias" .. 29 years.	Charlottetown, P.E.I.	..	..	Schooner ..	91	6	G. White, St. John's, N.F.L.	Oporto ..	St. John's, N.F.L.	Oranges and salt.	N. 9	Lat 48° 44' N., long. 48° 28' W., N. Atlantic.
12 Jan.	"Pilgrim" .. Age unknown.	Not registered	..	..	Sailing boat, W.	2	8	G. Simon ..	N. Simon, Antigua.	Antigua, for fishing.	Ballast ..	—	W. of Sandy Island, Antigua, West Indies.
13 Jan.	"Soudan" .. 1 year.	Belgium ..	..	..	Steam tug, Steel.	48	13	G. Nyland ..	La Coloniale Por- tugaise Société Anonyme, Bruxelles, Bel- gium.	Antwerp ..	Breaco, W. coast of Africa.	S.E. 5	Off Blackpool, Start Bay, Devonshire.
13 Jan.	"Thomas Hilyard" .. 27 years.	Liverpool ..	..	..	Ship, W. ..	1,418	20	W. C. Robinson ..	J. Sutherland, Liverpool.	Cardiff ..	Rio Janeiro	S.E. 9	Lat 44° 20' N., long. 18° 38' W., N. Atlantic.
16 Jan.	"Lam Cheong" .. 4 years.	Singapore ..	..	..	Schooner, W.	71	7	Uboa Tek ..	Tan Lian Swee, Singapore.	Ling ..	Singapore	— 7	20 miles off Ling, Malacca Strait.
15 Jan.	"Sin Hap On Jon" .. 6 years.	Singapore ..	..	..	Schooner, W.	146	7	Ng Ah Jee ..	Tan Tye, Singa- pore.	Ling ..	Singapore	—	About 40 miles off Malacca, Strait of Malacca.
16 Jan.	"Cronle" .. Age unknown.	Not registered	..	..	Lugger, W.	1	2	T. Jones, Holyhead.	Holyhead, for fishing.	Ballast ..	Ballast	S. 7	About 1 mile S.E. of Breakwater Lighthouse, Holyhead.
19 Jan.	"Mool Tryvan" .. 17 years.	Carmarvon ..	..	..	Barque, L.	1,500	16	E. Jones ..	S. Roberts & T. Owen, Liver- pool.	Antwerp ..	Cardiff ..	S.W. 9	English Channel (exact position unknown).
26 Jan.	"Devon" .. 81 years.	St. John's, N.F.L.	..	..	Schooner, W.	87	6	I. Evans ..	H. J. Stubb, St. John's, N.F.L.	St. John's, N.F.L.	Liverpool ..	S.W. 9	Lat 47° 21' N., long. 30° 28' W., N. Atlantic.
25 Jan.	"Reaver" .. 1 year.	N. Shields ..	..	..	Steam trawler, W.	15	8	W. Bands ..	W. Purdy, N. Shields.	N. Shields, for fishing.	Ballast ..	W. 9	74 miles E. by N. of R. Tyno, North Sea.
26 Jan.	"Aliya" .. 15 years.	Newcastle, N.S.W.	..	..	S.S., W. ..	40	3	J. White ..	H. Waddingham, Newcastle, N.S.W.	Newcastle, N.S.W. (in tow.)	Botany Bay	N.E. —	Off Bird Island, New South Wales.
27 Jan.	"Elias Wood" .. Age unknown.	Not registered	..	..	Smack (fishing, W.)	8	None on board.	E. Osborne ..	W. J. Young, Greenwich, East.	Moor'd off Leigh, Essex.	Ballast ..	W.N.W. 10	1 mile E. of Southend Pier, Essex.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(1) FOUNDERINGS—continued.

Date of Casualty	Name and Age of Vessel	Port of Registry, if British	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas (b) Date of last Survey	Description of Vessel, and whether Iron or Wood	Tons	Crew	Name of Master	Name and Address of Owner	Port sailed from	Port bound to	Cargo and Number of Packages (if any)	No. of Lives Lost	Wind	Place of Casualty
1901. 28 Jan.	"Ada" .. 30 years.	Not registered	.. ..	Cutter (sailing), W.	5	None on board.	L. Hart, Harwich, Essex.		Moored off Rishide, near Harwich.		Ballast ..	—	W.N.W. 9	Bathide, Harwich.
28 Jan.	"Loughshire" .. 26 years.	Glasgow	.. ..	Barque, I.	77½	12, and Pilot.	J. C. Hinds ..	W. Law, Glasgow.	Leith ..	Cape Town	Coal ..	—	W.N.W. 10	6 miles N. of N. Hinder Lightship, North Sea.
31 Jan.	"Charles James" .. 3½ years.	Carmarvon	(a) Ll. cont. 1 Al. from 3.31. (b) 4.31.	Bohoemer, W.	116	8	J. M. Jones ..	Prichard Bros., Portsmouth, Carnarvonshire.	Managan ..	Palmouth, for orders.	Peas ..	—	N. to N.N.W. 7	Lat. 49° N., long. 6° 45' W., English Channel.
31 Jan.	"Maegle" .. 5 years.	Not registered	.. ..	Yawl (sailing), W.	2	2	J. Wards ..	M. Wylie, Hill-head, Burray, Orkneys.	St. Margaret's Hope.	Burray ..	Ballast, 1 passenger.	1 (crew).	N.E. 8	Wateround, Orkneys.
1 Feb.	"Sir William Molerworth" .. 51 years.	Cardif ..	.. ..	Ketch, W.	30	3	R. Rees ..	J. Minchinton, St. Athanas, near Cardif.	Aberthaw ..	Swansea ..	Limestone ..	—	W. 6	Midway between E. Seal-weather and W. Neah buoy, off Glamorganshire.
4 Feb.	"Esklow pass" .. 13 years.	British India, (not registered).	.. ..	Ganja, W.	22	9	Ibrahim Haidi ..	Rajah of Marri	Calicut ..	Kurnahlee	Timber ..	—	N.W. 3	Off Moolky Rocks, W. coast of India.
7 Feb.	No name .. Age unknown.	Not registered	.. ..	Fish, W. ..	About 40.	None on board.	.. ..	Cotton Brick & Tile Co., Ltd.	Wigan Canal / Lancaster Canal, (in tow.)		.. ..	—	N.W. 2	1 mile S. of Sledwharfe Buoy, Lancashire.
17 Feb.	"Faith" .. Age unknown.	Not registered	.. ..	Sailing boat, W.	1	3	.. ..	J. Finnis, Deal ..	Dover, to land pilots from passing ships.		Ballast ..	—	N.N.E. 6	St. Margaret's Bay, Kent.
17 Feb.	"Rita" .. 13 years.	Charlottetown, P.R.I.	(a) Ll. cont. 7 Al. from 9.28. (b) 6.00.	Barque-tine, W.	378	9	R. P. Charles ..	W. Richards, Bedford, P.R.I.	Cardif ..	Paris ..	Coal ..	—	W.S.W. 9	120 miles N.E. of Madeira, N. Atlantic.
3 Mar.	"Nathan" .. 28 years.	Bristol ..	.. ..	S.P.I. ..	22	4	W. Windows ..	W. A. Osborn, Bristol.	Newport ..	Bristol ..	Iron ..	4	W. 7	Off Magor, Monmouthshire.
17 Mar.	"Maggie L. Weston" .. 13 years.	Sydney, N.S.W.	.. ..	S.S. W. ..	74	3	C. A. Taylor ..	W. H. Smith & Son, Proprietary, Ltd., Melbourne.	Townsville .. (in tow.)	Brisbane ..	Ballast, 2 stowaways.	—	S.E. 4	Cleveland Bay, Queensland.
20 Mar.	"Alve" .. 36 years.	Goole ..	.. ..	Schooner, W.	66	4	A. Smith, Pindochty, Banffshire.		Newcastle-on-Tyne.	Liverpool.	Coal ..	—	S.E. 9	About 16 miles E.N.E. of St. Abbe Head, Berwickshire.
21 Mar.	"Albairon" .. 17 years.	Glasgow	.. ..	S.S. I. ..	40	4	G. Gilmour, Inverness.		Glasgow ..	Tiree ..	Coal ..	—	W. 8	3 miles S. by W. of Mull of Cantyre, Argyllshire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

5 Apr.	"Ebenezer" 23 years.	Brixham	..	..	Cutter, W.	40	4	E. Davey ..	E. Davey, sen., Dublin.	Kingstown for fishing.	Ballast	..	N.N.E. 3	About 5 miles N.E. of Dub- lin Bay.
7 Apr.	"Little Wanderer" Age unknown.	Not registered	..	..	Galley punt, W.	1	3	..	H. J. Wells, Deal	Deal, cruising to land pilots.	Ballast	2	S.W. --	About 4½ miles off N. Fore- land, Kent.
10 Apr.	No name .. Age unknown.	Not registered	..	..	Dredger (dumb), L.	20	None	..	Flowers & Everett, Rain- ham, Essex.	Gooks.. .. | Rainham, Essex. (in tow.)	..	W. 1	3 miles S.E. of Lowestoft High Light, Suffolk.	
12 Apr.	"Kim Kest Ho" 3 years.	Singapore	..	..	Schooner, W.	77	11	Chow Hoo	Pang Tek Lin, Singapore.	Singapore ..	Rice	3	-- 9	Near Siakhan Island, Anam- bela Islands.
18 Apr.	"Nellie May" 3 years.	Not registered	..	..	Lugger, W.	10	1	W. J. Barbery ..	N. Barbery, Ilfracombe, Devonshire.	Combmartin	Stone	..	W. 3	Off Billage Point, near Ilfrac- ombe, Devonshire.
28 Apr.	"Hawk" 20 years.	Not registered	..	..	Lugger (pleasure boat), W.	11	3	J. Moir, Dundee.	J. Moir, Dundee.	Arbroath ..	Ballast	..	Calm	3 miles from Arbroath, For- farshire.
28 Apr.	"Wille D." 13 years.	Parramore, N.S.	..	..	Schooner, W.	65	3	J. George, Parramore, N.S.	J. George, Parramore, N.S.	Cheverie, N.S.	Rock planters.	..	N.N.E. 7	Off Refuge Cove, Nova Scotia.
24 May	"Friends" 23 years.	Brigwater	..	..	Ketch, W.	46	3	F. Norman	W. Norman, Watchet, Somerset.	Watchet ..	Ballast	..	N.E. 2	Near Blackmore Point, Somerset.
4 June	"Ramsdell" 22 years.	Glasgow	..	(a) 11 ¼ 100 AL. (b) 101.	S.S., L.	1,381	25	J. H. Cassidy	T. P. Purdie, Glasgow.	La Brea, Trinidad, via Grenada.	Asphalt, sugar, & cocoa.	..	N.E. 4	Off Atlantic City, New Jersey, U.S.A.
9 June	No name .. Age unknown.	Not registered	..	..	Lugger, W.	3	1	W. Grier ..	W. Grier & others, Ardrossan.	Ardrossan, for a pleasure cruise.	Ballast, 7 passengers.	4 (1 crew and 3 passen- gers).	W.N.W., 7	Entrance to Ardsomac Har- bour, Ayrshire.
13 June	"Blanchie" 3 years.	Liverpool	..	(a) 11 ¼ 100 AL. (b) 101.	S.S., Steel..	64	9	W. A. Brough	W. Brough, Liverpool.	Piel, Walney Island.	Gravel	..	W.N.W., 7	5 to 7 miles W. by N. of Nelson Buoy, off Eber Kibble.
19 June	"Dunrobin" 3 years.	Glasgow	..	(a) 11 ¼ 100 AL. (b) 101.	S.S., Steel & L.	66	6	W. McAnley	J. O. Frey, Glasgow.	Liverpool ..	Flour and maize, 1 passen- ger.	..	S.W. 7	10 miles S.W. of Mull of Galloway, Wigtonshire.
23 June	"Pleasant" 20 years.	London	..	(a) 11 ¼ 100 AL. (b) 201.	S.S., L.	1,023	31	J. R. Brady	A. Tate, New- castle-on-Tyne.	Mayumba ..	Timber &c., 24 Kroo boys and a super- cargo.	..	S. 3	Between Wapna and Half Bereby, Ivory Coast, W. Africa.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, (if British.)	(a) Class in Lloyd's Register, Liverpool, London, or British Vessels; (b) Date of last survey.	Description of Vessel, and whether of Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port called from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1862. 15 Feb.	"Pandora" .. 17 years.	Nassau, N.P.	..	Schooner, W.	21	..	..	E. H. Sawyer, Nassau, N.P.	..	..	..	—	—	Near Port Antonio, Jamaica, West Indies.
7 Aug.	"Arrow" .. 18 years.	Antigua	..	Sloop, W...	7	None on board.	T. Thompson ..	J. H. Harding, Roadstead, W.I.	Moor'd in Roadstead, Roadstead, W.I.	..	Ballast ..	—	Cyclone	Rodondo Island, West Indies.
7 Aug.	"Mary Alexander" .. 19 years.	Basseterre, St. Kitts.	..	Sloop, W...	7	None on board.	J. Finch ..	A. Finch, Anguilla, W.I.	Moor'd in Anguilla Roadstead, W.I.	..	Ballast ..	—	Hurricane	Anguilla, West Indies.
7 Aug.	"Mary Augusta" .. 9 years.	Basseterre, St. Kitts.	..	Sloop, W...	8	None on board.	J. Harrigan ..	J. H. Harrigan, Anguilla, W.I.	Moor'd at St. Croix, W.I.	..	Ballast ..	—	Hurricane	St. Croix, West Indies.
7 Aug.	"Olive" .. 4 years.	Basseterre, St. Kitts.	..	Sloop, W...	13	None on board.	B. Newton, Nassau, W.I.	..	Moor'd at Charlottown, Nassau, W.I.	..	Ballast ..	—	Hurricane	Charlottown, Nevis, West Indies.
7 Aug.	"Queen Augusta" .. 4 years.	Basseterre, St. Kitts.	..	Sloop, W...	7	None on board.	J. Gumbs ..	J. B. Gumbs, Anguilla, W.I.	Moor'd in Anguilla Roadstead, W.I.	..	Ballast ..	—	Cyclone	Anguilla, West Indies.
7 Aug.	"Rifle Ball" .. 16 years.	Basseterre, St. Kitts.	..	Sloop, W...	6	None on board.	J. Gumbs ..	J. Gumbs, Anguilla, W.I.	Moor'd in Anguilla Roadstead, W.I.	..	Ballast ..	—	Cyclone	Anguilla, West Indies.
23 Aug.	"Caleb Curtis" .. 41 years.	Hong Kong	..	Schooner, W.	67	..	..	..	..	..	..	—	—	Cape Nome, Alaska.
4 Sept.	"Willie" .. 28 years.	Quebec ..	..	Schooner, W.	26	4	C. Pelletier, Matane, Quebec.	..	Quebec ..	Grand Méchins.	General, 3 passen- gers.	—	N. E. 9	Grand Méchins, Quebec, Canada.
12 Nov.	"Romp" .. 26 years.	St. John's, N.F.L.	..	Schooner, W.	28	5	J. Hackett ..	T. Kinshella, Bellefleur, N.F.L.	St. John's, N.F.L.	English Harbour, N.F.L.	Provisions &c., 2 passen- gers.	—	W. 11	Eastern Point, Corbin Head, Newfoundland.
1900. 16 Jan.	"Dhampstead" .. Age unknown.	British India, (not registered).	..	Sailing vessel, W.	8	—	..	..	Gogo Bhatha	Gogo ..	..	—	— 9	Near Pitam Fir, Gogo, W. coast of India.
18 Jan.	"Euparel" .. Age unknown.	Native India ..	..	Native craft, W.	59	—	..	..	Nawabander	Bombay ..	..	—	— 9	8 miles from Agar in Dahahu, Bombay, W. coast of India.
26 Feb.	"No. 39" .. Age unknown.	Native India ..	..	Native craft, W.	19	—	..	..	Cocanada ..	Narsapur ..	..	—	—	Antwerd, Madras, E. coast of India.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

1 Mar.	"Rabot" .. Age unknown.	British India .. (not registered).	..	..	Sailing vessel, W.	0	—	..	..	Gogo ..	Surat ..	—	—	3	—	Tapir, Gulf of Cambay, W. coast of India.
17 Mar.	"Bambout Sagervati" Age unknown.	British India .. (not registered).	..	..	Sailing vessel, W.	4	—	..	..	Panjim ..	Honarar ..	—	—	—	—	Honarar, Bombay, W. coast of India.
30 Mar.	"Yachawati" .. Age unknown.	Native India ..	..	..	Native craft, W.	6	—	..	..	Bhatha ..	Bhavnagar ..	—	—	—	—	Bhavnagar Creek, Gulf of Cambay, W. coast of India.
1 Apr.	"Milot Light" 36 years.	St. John's N.F.L.	..	..	Schooner, W.	71	—	J. Elbott ..	T. D. Hodge, St. John's N.F.L.	Change Island, N.F.L., for sealing.	—	Rollout, about 20 passengers.	—	—	E. 10	3 miles N.E. of Blanc Sablon, Labrador.
— Apr.	"Elna" .. 13 years.	Sydney, N.S.W.	..	..	Yawl, W.	16	8	N. Wheel ..	Rubiana, Solomon Islands.	Rubiana ..	Java Sound	—	Island produce.	—	N.E. squally.	Sourabai, Solomon Islands.
3 May	"Kallampam" Age unknown.	Native India ..	..	..	Native craft, W.	86	—	..	..	Bhavnagar ..	Bombay ..	—	—	—	—	Bhavnagar, near Surat, W. coast of India.
6 May	"Pranadat" Age unknown.	Native India ..	..	..	Native craft, W.	36	—	..	..	Ketibander ..	Anjar ..	—	—	—	—	Between the Arabian and Arabian, months of the India, W. coast of India.
8 May	"Harriet" Age unknown.	Not registered	..	..	Brig. W.	98	14	M. C. Pilley ..	S. Marikam, and T. Nagalingam, Point Pedro, Ceylon.	Karikal ..	Colombo ..	—	Barthes- ware.	—	S.W. 7	S. of Ramessavaram, Gulf of Mannar, India.
16 May	"Gleaser" .. 36 years.	Sydney, N.S.W.	..	..	Brigantine, W.	115	6	C. L. Gittins ..	F. H. Guy, Sydney, N.S.W.	Sydney, N.S.W.	Borley Point, N.S.W.	—	Maize and chaff.	—	E. 3	Borley Point, New South Wales.
18 May	"Confidence" 5 years.	St. George's, Grenada.	..	..	Sloop, W.	23	9	S. Simon, Grand Pay, Guernsey, W.I.	..	Hillborough, Carriscon, Trinidad.	Port of Spain, Trinidad.	—	Live stock, 11 passengers.	—	S, squally.	Off River Lalle Bay, Grenada, West Indies.
24 May	"Machavo Daria" Age unknown.	Native India ..	..	..	Native craft, W.	5	—	..	..	Bombay ..	Dholera ..	—	—	—	—	Near Bhavan's Kol, in Mahua, Kathiawar, W. coast of India.
9 May	"Progress" .. 5 years.	Sydney, N.S.W.	..	..	Ketch, W.	21	4	G. A. Johnson ..	D. Brodie, Cooktown, Queensland.	Brisbane ..	Cooktown	—	Timber and explosives.	—	S.S.W. 3	Palmasee Reef, Queensland.
30 May	"Galler Bhawan" Age unknown.	British India .. (not registered)	..	..	Sailing vessel, W.	1	—	..	..	Waradabandur, to sea.	—	—	—	—	—	Undi, near Waroda, W. coast of India.
23 June	"Falconhurst" 17 years.	Swamen ..	(a) 11. 100 A.L. (b) 3.00	..	Ship, I.	1,818	26	P. Lockman ..	S. H. & R. Gold- berg, Swansea.	Barry ..	Diego Suarez, Madagascar.	—	Coal	1	S.E. —	Reef southward of Barro- cotta Island, Madagascar.
25 June	"Nellie Brett" 28 years.	U.S.A. ..	..	..	Barque, W.	609	11	F. B. Lowry ..	F. B. Lowry and other, New York.	New York ..	Kingston, Jamaica.	—	General	—	S.E., squally.	Near Drum Point, E. Indies, West Indies.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or Bureau Veritas, or Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 26 June	"Erna" .. 25 years.	Denmark ..	(a) L.L. $\frac{1}{2}$ A. 1. (b) 500.	Barque, L.	387	10	T. Thomson ..	C. P. Holm, Nordby, Yeno, Denmark.	Nantes ..	Island of Myreus, Mexico.	Ballast ..	—	—	Reef N.E. of Antigua, West Indies.
26 June	"Mary" .. 16 years.	Sydney, N.S.W. ..	.. ..	S.S., W. ..	17	3	C. E. Young, Sydney, N.S.W.	Queenscliff, Victoria.	Queenscliff, Victoria.	Flinders Island, Tasmania.	Ballast, 1 passenger.	—	W.N.W. 9	Blighs Point, Flinders Island, Tasmania.
- June	"Lena May" .. 30 years.	St. Andrews, N.E.	.. ..	Schooner, W.	18	4	.. ..	D. Sproul, Digby, N.S.	Digby, for fishing.	.. ..	Ballast ..	—	—	Coast of Nova Scotia (exact place not stated).
1 July	"Ourlaw" .. 16 years.	Townsville ..	.. ..	Schooner, W.	25	—	.. ..	W. Petersen, Cairns, Queensland.	.. ..	.. ..	.. ..	—	—	Suckling Reef, near Samari, British New Guinea.
4 July	"Elizabeth Price" .. 27 years.	Sydney, N.S.W.	.. ..	Barquentine, W.	93	7	T. Hughes ..	T. Hughes and J. A. S. Murray, Clarence River, N.S.W.	Bundaberg ..	Port Chalmers.	Old iron ..	—	S.S.W. 9	Long Point, Mable Peninsula, N. Island, New Zealand.
4 July	"Helen" .. 6 years.	Not registered	.. ..	Steam yacht, W.	15	2	J. Spencer, Bridlington Quay, Yorkshire.	.. ..	Bridlington	Goolo ..	Ballast ..	—	N.W. 4	Hilston, Yorkshire.
5 July	"Ashlands" .. 10 years.	W. Hartlepool	(a) L.L. $\frac{1}{2}$ 100 A.L. (b) 650.	S.S., Steel ..	1,491	23	J. H. Gourlay ..	W. Hartlepool Steam Navigation Co. Ltd., W. Hartlepool.	Hull ..	Durban ..	Coal ..	—	Calm	Waddington Rock, Bird Island, Cape Colony.
9 July	"St. Mary" .. 4 years.	Not registered	.. ..	Sailing boat (fishing), W.	2	4	M. Early, Aughrisbeg.	.. ..	Inishboffin ..	Aughrisbeg	Ballast ..	1	S.W. 6	$\frac{1}{2}$ mile N. of Gun Rock, Inishboffin, co. Galway.
16 July	"Taspo" .. 16 years.	Dunedin, N.Z.	.. ..	S.S., Steel ..	408	23	C. Brophy ..	Union S.S. Co. of New Zealand, Dunedin, N.Z.	Moored at Greymouth, N.Z.	.. ..	Coal and timber.	—	—	Greymouth, S. Island, New Zealand.
18 July	"Devspring" .. 16 years.	Not registered	.. ..	Lugger, W.	15	7	W. Taylor, Cullen, Banffshire.	.. ..	Lerwick, for fishing.	.. ..	Ballast ..	—	S.W. 8	About $\frac{1}{2}$ mile S. of Green Holm Island, Shetland.
19 July	"Lilybank" .. 20 years.	Charlottetown, P.R.I.	.. ..	Fishing schooner, W.	16	4	M. van Iderstine ..	St. Peter's Bay, P.R.I.	St. Peter's, P.R.I.	Souris, P.R.I.	Cod, fish and salt.	—	N.E. 8	East St. Peter's Harbour, Prince Edward Island, Canada.
21 July	"Kathleen" .. 26 years.	Lowestoft ..	.. ..	Brigantine, W.	206	6	G. Whitaker ..	J. W. Lawes, S. Shields.	Newhaven ..	R. Tyne ..	Ballast ..	—	Variable, 4	$\frac{1}{2}$ mile off Sealby Ness Point, near Scarborough, Yorkshire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Name of vessel	Age	Registered	Tonnage	Kind of vessel	Crew	Name of master	Where lost	Lowestoft	Ballast	Direction	Officer
21 July	"Theodore"	25 years.	Not registered	16	Lugger (fishing), W.	..	..	..	J. Freeman, St. Ives, Cornwall	..	B. Suder-land	Off Ness Point, Lowestoft, Suffolk.
22 July	"Katinka"	26 years.	Germany	865	Barque, I.	(a) 11. 100 AL. (b) 11. 50.	W. Kohler	..	Moored at Hamelin, W. Australia.	..	..	Hamelin, Western Australia.
23 July	"Lovinging"	15 years.	Norway	463	Barque, W.	..	C. Sand	..	Moored at Hamelin, W. Australia.	..	..	Hamelin, Western Australia.
23 July	"Nor Wester"	26 years.	Denmark	545	Barque, I.	(a) 11. 100 AL. (b) 7. 50.	T. Nielsen	..	Moored at Hamelin, W. Australia.	.. 2 passengers.	..	Hamelin, Western Australia.
23 July	"Empress of India"	26 years.	Sydney, N.S.W.	63	Schooner, W.	..	P. Williams	..	Port Macquarie, N.S.W.	Timber	..	Inside Cape Hawke Bar, New South Wales.
24 July	"Prins Willem I."	10 years.	Holland	1,121	S.S., Steel.	(a) 11. 100 AL. (b) 1. 25 AL. from 8. 00. (b) 5. 00.	A. R. Nyboer	..	Koninklijke West Indische Maatschappij, Amsterdam.	General 8 passengers.	..	Reef 6 miles E. of Mayaguana, Bahamas.
25 July	"Invincible"	17 years.	St. John's, N.F.L.	44	Fishing schooner, W.	..	J. Carter	..	P. Hutchings, St. John's, N.F.L.	Cod fish	..	St. Peter's Island, Labrador.
25 July	"Sutherlandshire"	13 years.	Glasgow	1,549	Ship, I.	(a) 11. 100 AL. (b) 4. 00.	D. Nicoll	..	T. Law & Co., Glasgow.	Coal and telegraph poles, 3 passengers.	..	Binoewagan Bay, Java Head, Java.
26 July	"Hattie McKay"	4 years.	Parruboro, N.S.	74	Schooner, W.	..	J. Hendrick	..	B. E. Merriam, Parruboro, N.S.	Coal	..	Isle Haute, Nova Scotia.
27 July	"Akeloo"	19 years.	Jersey	33	Ketch, W.	..	J. Dredal	..	J. J. Grant, Jersey.	Hay & poles, 3 passengers.	..	1 1/2 mile E.N.E. of Herm Island, Guernsey, Channel Islands.
27 July	"No. 19"	Age unknown.	British India, (not registered).	33	Sailing vessel, W.	..	..	..	..	..	..	Lat. 30° 30' N., long. 80° 47' E., E. coast of India.
30 July	"Douglas"	18 years.	Auckland, N.Z.	60	S.S., W.	..	A. Jones	..	G. H. Stubbs, Waiata, N.Z.	Coal, 4 passengers.	..	Mokun, N. Spit, N. Island, New Zealand.
31 July	"Southsea"	22 years.	Not registered	38	Lugger, W.	..	J. Ritchie	..	A. & J. Ritchie, Gouidon, Kin-cardinehire.	Ballast	..	Gouidon Channel, Kin-cardinehire.
2 Aug.	"Spauld"	Nov.	Hull	80	Steam trawler, I.	(a) 11. 100 AL. (b) 6. 00.	S. E. Martin	..	Humber Steam Trawling Co., Lim., Hull	Ballast	..	Near Unst Lighthouse, Island.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas, or Date of last survey.	Description of Vessel, and whether iron or wood.	Tonnage.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1906. 3 Aug.	"Caroline" .. 33 years.	London ..	..	Ketch, W.	77	4	S. Hall ..	R. Hickman, Knottingsley, Yorkshire.	Goole ..	Portland ..	Coal ..	—	S.W. 8	14 mile E. of Eastbourne Pier, Sussex.
3 Aug.	"Doris" .. 59 years.	Liverpool ..	..	Schooner, W.	97	4	J. Watson ..	J. McCausland, Killyleagh, co. Down.	Killyleagh ..	Workington ..	Ballast ..	—	N.E. 9	Workington Beach, Cumberland.
3 Aug.	"Hart Paken" .. Age unknown.	Native India ..	..	Native craft, W.	59	—	..	..	Cutch Mandvi ..	Bombay ..	..	—	— 9	Usarni, Bombay, W. coast of India.
3 Aug.	"Llysiden" .. 33 years.	Liverpool ..	..	S.S., Composite.	53	4	D. Roberts ..	H. Impton, Liverpool.	Willes ..	Llandudno ..	Ballast ..	—	N 7	Abergale Beach, Denbigh- shire.
3 Aug.	"Malcolm" .. 37 years.	Grimaby ..	..	Smack, W.	23	3	J. Blyth ..	J. B. Bulpit, Grimaby.	Grimaby ..	for fishing.	Ballast ..	—	N. to N.W. 9	Clea, Lincolnshire.
3 Aug.	"Thomas & Mary" .. 33 years.	Scarborough ..	..	Ketch, W.	43	3	J. Payne, Scarborough.	..	Grimaby ..	Scarborough.	Coal ..	—	S.E. 9	Grimaby Pier, Lincolnshire.
3 Aug.	"William Crow" .. 59 years.	Gt. Yarmouth ..	..	Brigantine, W.	69	4	J. Lake ..	W. H. de M. Bessy, Gt. Yarmouth.	Gt. Yarmouth ..	Hartlepool ..	Ballast ..	—	N 10	Stanton Beach, Durham.
4 Aug.	"Hopewell" .. 64 years.	Lynn ..	..	Ketch, W.	46	3	R. Green ..	J. Savory, Burn- ham Overf., Norfolk.	Hull ..	Wells ..	Wheat and oil-cake.	—	N.N.W. 9	Outside Sands off Wells Harbour, Norfolk.
4 Aug.	"Martin" .. 43 years.	Portsmouth ..	..	Outrigger (yacht), W.	12	None on board.	..	Mrs. L. Newn- ham, Port- smouth.	Moored off Southsea.	..	Ballast ..	—	S. 6	Southsea, Hampshire.
6 Aug.	"Bonita" .. 11 years.	London ..	..	Yawl (yacht), W.	12	4	— O'Connor ..	Major R. P. O'Shea, Cork.	Kingstown ..	Cork ..	Ballast ..	—	N.N.W. 8	Besslers, co. Wexford.
6 Aug.	"Bra Lena" .. 31 years.	Runcorn ..	..	Flat, W. ..	74	3	A. Williamson ..	L. Kilgus, Runcorn.	Runcorn ..	Port Dinorwic.	Coal ..	—	N.N.W. 8	Llandudno, Carnarvon- shire.
6 Aug.	"Welcome Home" .. 15 years.	Wijk ..	..	Schooner, W.	56	4	W. Mackay ..	D. Sutherland, Formanstown, co. Wick.	Sunderland ..	Little Ferry ..	Lime ..	—	N.E. 9	N. Pier, Aberdeen.
9 Aug.	"Palastro" .. 11 years.	Liverpool ..	(a) 11. 1/4 100 AL. (b) 200.	S.S., Steel..	1,537	30	G. Armstrong ..	Atlantic & Eastern S.S. Co., Ltd., Liverpool.	Pennacola ..	Liverpool, via New- port News.	Lumber ..	—	N.E. 1	Diamond Shoal, off Cape Hatteras, U.S.A.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

10 Aug.	"Anna" .. 11 years.	St. John's N.F.L.	Schooner (sinking) W.	35	5	J. Carroll ..	R. D. McRae, Maryport Grace, N.F.L.	Ice Table, Labrador.	Grady, Labrador.	Ballast ..	—	N.E. 10	Near George's Island, Green Water Bay, Labrador.
13 Aug.	"Darin Dolat" .. Age unknown.	British India, (not registered).	Sailing vessel, W.	14	—	Gogo ..	Surat	—	—	Surat bander, Tapi River, Bombay, W. coast of India.
13 Aug.	"Donald Prasad" .. Age unknown.	British India, (not registered).	Sailing vessel, W.	61	—	Bharvagar ..	Bombay	—	—	Yarawal, Bombay, W. coast of India.
13 Aug.	"Salamat" .. Age unknown.	British India, (not registered).	Sailing vessel, W.	33	—	Jafrahad ..	Bombay	—	—	Joo, Bombay, W. coast of India.
14 Aug.	"Sakharis" .. Age unknown.	British India, (not registered).	Sailing vessel, W.	10	—	Jafrahad ..	Bombay	—	—	Alleward, Bombay, W. coast of India.
14 Aug.	"San Juan" .. 11 years	St. John's N.F.L.	..	..	..	Schooner, W.	94	7	S. Cook ..	H. B. Cook, Rose Blanche, N.F.L.	Sydney ..	Forteau, Labrador.	Coat ..	S.W. 4	Point Amour, Labrador.
15 Aug.	"Apollo" .. 28 years.	Middlebrough	..	..	..	S.S., L.	205	13	G. Guthrie ..	J. M. Lennard & Sons, Ltd., Mid- dlebrough.	Aberdeen ..	Newport, Mo.	Granite ..	W. 1	On or near Boso Reef, off Lening, Argylshire.
15 Aug.	"Arago" .. 9 years.	France ..	..	..	..	Sloop, W.	70	21	J. Langsney ..	Mrs. C. Vain & Sons, Pécamp, France	Pécamp, for fishing.	..	Ballast ..	S. 5	Greenwell, Northumberland.
15 Aug.	"Minerva" .. 6 years.	Not registered	..	..	..	Outter, W.	5	2	W. T. Gill, Port Adelaide, S.A.	..	American River.	Port Ade- laide.	Fish ..	N.W. 6	Near Brighton Jetty, S. Australia.
16 Aug.	"Nukumau" .. 5 years.	Sydney, N.S.W.	Schooner, W.	40	—	..	J. M. C. Furseyth, Balnace, New Britain, South Sea Islands.	—	—	Reef between Islands of Mioke and Ulu, Duke of York Islands, S. Pacific.
18 Aug.	"General Borge" .. 24 years.	Peterhead ..	..	..	..	Brigantine, W.	104	6	A. Williamson ..	W. Baxter, Peter- head.	Peterhead ..	Sunderland	Ballast ..	N. by E.	Knarvostoe Rock, Faroe Islands, Northumber- land.
18 Aug.	"Harriet Amelia" .. 15 years.	Maryport ..	..	..	..	Brigantine, W.	145	4	W. Spillane, Greenhaven co. Cork.	..	Westport ..	Cardiff ..	Oats and pitwood.	E. 4	Waterville, co. Kerry.
18 Aug.	"Lily of the North" .. 18 years.	St. John's N.F.L.	..	..	..	Schooner, W.	75	5	W. Bartlett ..	S. Bartlett Brigons, N.F.L.	Hallifax, N.E.	Baffinland	General ..	N.E. 10	Black Island, Labrador.
21 Aug.	"Oreals" .. 37 years.	Guernsey ..	..	..	..	Schooner, W.	105	8	W. Wright, London	..	Cherbourg ..	Shoreham	Bricks on granite.	S.W. 6	Entrance to Newhaven Har- bour, Sussex.
22 Aug.	"Western Lass" .. 3 years.	St. John's N.F.L.	..	..	..	Schooner (sinking) W.	34	8	R. Dalley ..	T. Dalley, Heer- ing Neck, N.F.L.	Equinox Is., Labra- dor.	Three Mountain Is., La- brador.	Ballast ..	E.N.E. 11	Western Point, below Esqui- maux Is., Labrador.
24 Aug.	"Cuth" .. 10 years.	Vancouver, B.C.	..	..	..	S.S., L.	346	20	H. Newcombe ..	Union S.S. Co. of British Colum- bia, Ltd., Van- couver, B.C.	Vancouver ..	Shagway ..	G-norm, 35 passen- gers.	Calm	Horro Shoal Reef, Stephens Passage, Alaska.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 25 Aug.	"Ferre" .. 26 years.	Penang ..	.. ..	S.S. L. ..	133	37	J. Martin ..	Ung Cheng S'ee, Penang.	Penang ..	Tongkah ..	General, 16 passengers.	—	N.W. 9	Lat. 6° 40' 15" N., long. 99° 57' 15" E., E. coast, Malay Peninsula.
26 Aug.	"Masterpiece" .. 23 years.	Gt. Yarmouth ..	.. ..	Daddy, W.	29	9	W. Larner ..	W. H. Cromo, Gt. Yarmouth.	Gt. Yarmouth for fishing.	..	Ballast ..	—	N.N.E. 8	Hasborough Sand, Norfolk.
30 Aug.	"Machano Pindario," Age unknown.	Native India ..	.. ..	Native craft, W.	25	—	.. ..	.. ..	.. ..	.. ..	.. ..	—	—	Porbander Creek, Kathiawar, W. coast of India.
1 Sept.	"Gipsy" .. 3 years.	Not registered	.. ..	Steam yacht, W.	5	3	A. Sinclair ..	A. McKee, Auchincarron, Dumfriesshire.	Whitehaven	Maryport ..	Ballast, 5 passengers.	—	N.W. 6	N. Bank, Worthington, Cumberland.
2 Sept.	"Elsie" .. 37 years.	Germany ..	(a) LL 17 th A. 1. (b) L.L.	Berques-tine, L.	488	10	G. Bachmann ..	J. H. Nicolai, Brake, Germany.	Port Minsboth.	Hamelin Bay, W. A.	Ballast ..	—	—	Reef near Hamelin Island, Western Australia.
3 Sept.	"Queens" .. 7 years.	Not registered	.. ..	Outter (yacht), W.	3	None on board.	.. ..	A. Angle, Cardiff	Moored in Penarth Roads.	..	Ballast ..	—	N.E. 4	1 mile S. of Promenade Pier, Penarth, Glamorganshire.
4 Sept.	"Abeona" .. 35 years.	Glasgow ..	(a) LL 17 th A. 1. (b) L.L.	Barque, L.	919	19	D. McCorkindale	A. Weir & Co., Glasgow.	Berry ..	Algoa Bay	Coal, 1 passenger.	—	W.N.W., squally.	Thunderbolt Reef, Cape Recife, Cape Colony.
4 Sept.	"Lady Jane" .. 17 years.	St. John's, N.F.L.	.. ..	Schooner (fishing), W.	44	8	J. Knease ..	F. White, Greenhead, N.F.L.	Smoky Thicket, Labrador.	Newfound-land.	Ballast, 1 passenger.	—	N.W. 3	Domino Point, Labrador.
5 Sept.	"Guldoon" .. 15 years.	St. John, N.B.	(a) B. Ver. S.S. A. L.L. for 6 years from 1898. (b) L.L.	Berques-tine, W.	573	8	C. Richien ..	J. Kennedy, N.B. St. John's, N.B.	Panagoulis ..	Remario and Colatice.	Lumber ..	—	S.E. 13	Near Oarryford Light, U.S.A.
5 Sept.	"South American" .. 9 years.	Liverpool ..	(a) LL 17 th 100 A. 1. (b) L.L.	Berques-tine, Steel.	576	10	L. P. Schlonemann	W. C. Jarvis & Sons, Liverpool.	Santa Anna, Mexico.	English Channel for orders.	Mahogany, 2 passengers.	—	N.E. 13	French Reef, Florida, U.S.A.
7 Sept.	"Evening Star" .. 43 years.	Miramichi, N.B.	.. ..	Schooner, W.	26	2	J. Martin ..	R. Allen, Chatham, N.B.	Bathurst, N.B.	Charlotte-town, P.E.I.	Lumber ..	—	N.W. 7	3 miles from Cape Wolfe, Prince Edward Island, Canada.
8 Sept.	"Roma" .. 11 years.	Whitby ..	(a) LL 17 th 100 A. 1. (b) L.L.	S.S. Steel.	1,722	26	W. Storm ..	Rowland and Marwood, S.R. Co., Ltd., Whitby.	Loading at Galveston, U.S.A.	..	Wheat, (part cargo).	—	Hurricane	Galveston, Texas, U.S.A.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

9 Sept.	"Matias Bahaman" Age unknown. (not registered).	Colonial. St. John's, N.F.L.	..	..	..	Brig. W. ..	138	..	..	..	Naraingunge	Chittagong	..	..	Jachera Shoal, near Habbia, Orissagong Coast, India.
10 Sept.	"Argo" 9 years.	St. John's, N.F.L.	..	..	..	Schooner (fishing), W.	23	5	F. Bennett	J. & D. Regan, Bonaville, N.F.L.	Howk's Harbour, Labrador.	King's Cove, N.F.L.	Ballast	..	Hawks Harbour Run, Lab- rador.
13 Sept.	"Andrake" 25 years.	Norway	..	..	..	Schooner, W.	1,403	..	J. Cornelissen	Kisag & Co., Drammen, Norway.	Bathurst	London	Lumber	..	Sutherland's Point, New Brunswick.
13 Sept.	"Gilda M." 26 years.	Italy	..	..	..	Barqua, W.	779	..	— Deste	G. Mortola, Genoa, Italy.	..	..	..	..	Sutherland's Point, New Brunswick.
13 Sept.	"Ingomar" 35 years.	Norway	..	..	(a) R. Ver, 5/6, A. L.L. for 4 years from 1.99 (b) 1.99.	Barqua, W.	1,182	15	P. Carlsen	J. M. Jonsson, Spydeberg, Norway.	W. Hartle- pool	Grindstone Island, N.B., via Sydney.	Ballast, 1 passenger.	S.W. 7	Grand Manan, New Bruns- wick.
13 Sept.	"Native Lass" 31 years.	St. John's, N.F.L.	..	..	..	Schooner, W.	50	5	A. Smith	W. A. Strapp, Harbour Grace, N.F.L.	Catalina, N.F.L.	Middle Bay, Labrador.	Ballast	S. by E. 2	Seal Cove, Newfoundland.
13 Sept.	"Annie S. B." 10 years.	St. John's, N.F.L.	..	..	..	Schooner, W.	53	4	S. Shaw	T. O'Brien, Bay of Islands, N.F.L.	Halifax, N.S.	St. George's Bay, N.F.L.	General, 1 passenger.	N. 13	Bank Head, St. George's Bay, Newfoundland.
13 Sept.	"Bella H. McKinnon" 7 years.	St. John's, N.F.L.	..	..	..	Schooner (fishing), W.	25	10	H. Pettie	J. Baird, St. John's, N.F.L.	Moorhead in St. George's Bay, N.F.L.	..	Ballast	N. 11	Red Brook, St. George's Bay, Newfoundland.
13 Sept.	"Branksee" 31 years.	St. John's, N.F.L.	..	..	..	Schooner, W.	80	6	G. Dieks	B. G. Readell, St. John's, N.F.L.	Moorhead at Harrington, Labrador.	..	Codfish and flour.	E.N.E. 13	S. Point, Harrington Har- bour, Labrador.
13 Sept.	"Olyde" 19 years.	Lunenburg, N.S.	..	..	..	Brigantine, W.	237	8	W. Matheson	J. Eschbacher & Co., Lunenburg, N.S.	Barbados	Quebec	Molasses	N.N.W. 13	Margaree, Cape Breton.
13 Sept.	"Dash" 23 years.	St. John's, N.F.L.	..	..	..	Schooner, W.	65	4	R. Taylor	W. Duff, Car- bones, N.F.L.	Carbonara, N.F.L.	Old Peril- can, N.F.L.	Logs	N. 11	Old Perlican, Trinity Bay, Newfoundland.
13 Sept.	"E. J. Mackay" New.	St. John's, N.F.L.	..	..	..	Schooner, W.	26	3	J. Mackey	A. F. Goodridge, St. John's, N.F.L.	St. Brendan's, N.F.L., for fishing.	..	Ballast	N.E. 13	Concho, Newfoundland.
13 Sept.	"Francis" 3 years.	Chatham, N.B.	..	..	..	S.S., W. ..	18	3	J. Murphy	M. P. Abbott, St. George's Bay, N.F.L.	Port au Port, N.F.L.	Cape St. George, N.F.L.	Ballast	N.E. 19	Cow Rocks, W. coast of New- foundland.
13 Sept.	"Mary Jane" 20 years.	St. John's, N.F.L.	..	..	..	Schooner (fishing), W.	31	4	W. Duggan	T. Anstey Twil- linate, N.F.L.	Le Sote, N.F.L.	St. John's, N.F.L.	Ballast	N.N.W. 11	Finchard's Island, New- foundland.
13 Sept.	"Ocean Traveller" 21 years.	St. John's, N.F.L.	..	..	..	Schooner, W.	58	..	J. Quirk	A. Yates, New Beed, N.F.L.	Fortune Harbour, N.F.L., for fishing.	..	Ballast	N.E. 13	Three Mountain Harbour, Newfoundland.
13 Sept.	"Pari" 21 years.	St. John's, N.F.L.	..	..	..	Schooner, W.	50	4	J. Antia, St. John's, N.F.L.	..	St. John's, N.F.L.	Savage Cove, N.F.L.	Mercha- dis, fish, oil, &c.	— 13	Savage Cove, Newfound- land.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas, or (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 13 Sept.	"Rapid" .. 25 years.	St. John's, N.F.L.	.. ..	Schooner, W.	68	5	R. Brown..	P. Templeman, Bonaville, N.F.L.	Mooré at Cromallia, N.F.L.	Cromallia, N.F.L.	Dry goods, provisions, codfish, &c.	—	N.E. 11	Cromallia, Newfoundland.
13 Sept.	"Water Lily" .. 1 year.	St. John's, N.F.L.	.. ..	Schooner, W.	16	6	O. Morris..	A. F. Goodridge, St. John's, N.F.L.	Trouty, N.F.L., for fishing.	Ha Ha Bay, Newfoundland.	Ballast ..	—	N.E. 11	Ha Ha Bay, Newfoundland.
15 Sept.	"Finance" .. 11 years.	Lanenburg, N.S.	.. ..	Schooner (Sailing) W.	58	14	G. Poole ..	Kearley Bros., Fortune Bay, N.F.L.	.. ..	N. Sydney	Ballast ..	—	N.E. 6	Big Glace Bay, Cape Breton.
15 Sept.	"Venus" .. Age unknown.	Belize, B.H.	.. ..	Sloop, W...	9	—	.. ..	W. R. Shadbolt, Yemba, Guatemala.	.. ..	.. ..	.. ..	—	—	Unknown.
16 Sept.	"Pronto" .. 5 years.	Norway	.. ..	Barque, W.	600	—	E. Ohlsen ..	T. A. Morland, Arendal, Norway.	Walla Is. ..	Lavata ..	Copra ..	—	—	Hersethoe Reef, Fiji Islands.
16 Sept.	"Sopamale Mathavin Chelvanayaky" .. 6 years.	Jaffna ..	.. ..	Schooner, W.	28	7	Saverimuttu Innessimutto.	Innessimutto Seemampillai, Valvetitturai, Ceylon.	Valvetitturai, Ceylon.	Batticaloa, Ceylon.	Rice and sundries, 75 passengers.	—	N.W. —	11 miles E. of Point Pedro, Ceylon.
18 Sept.	"Bhawan Prasad" .. Age unknown.	British India (not registered).	.. ..	Sailing vessel, W.	10	—	.. ..	.. ..	Honavar ..	Kumta ..	.. ..	—	— 9	Honavar Bar, Bombay, W. coast of India.
18 Sept.	"Charkeeh" .. 55 years.	London..	.. ..	S.S., I.	730	54	E. Boyranch ..	The Khedivial Mail S.S. and Graving Dock Co., Ltd., London.	Alexandria..	Constantinople, via Piræa.	General, 41 crew and 17 passengers.	38 (21 crew and 17 passengers).	N. 8	Cape Fama, near Andros Lighthouse, Greek Archipelago.
21 Sept.	"Futeah Khar" .. Age unknown.	British India (not registered).	.. ..	Sailing vessel, W.	16	—	.. ..	.. ..	Khombres ..	Kurrachee	.. ..	—	— 9	Dubba mouth of River Indus, Sind, W. coast of India.
21 Sept.	"Futeah Khar" .. Age unknown.	British India (not registered).	.. ..	Sailing vessel, W.	16	—	.. ..	.. ..	Muscat ..	Kurrachee	.. ..	1	— 9	Khal mouth of River Indus, Sind, W. coast of India.
21 Sept.	"Pudde" .. 11 years.	Colonial (not registered).	.. ..	Flat, Steel	700	19	.. ..	.. ..	Nurraingunge	Calcutta ..	Jute ..	—	—	Nalohi River, Lower Bengal, E. coast of India.
23 Sept.	"Newfield" .. 20 years.	Ottawa..	.. ..	S.S., I.	600	—	— Campbell ..	The Minister of Marine and Fisheries, Ottawa, Canada.	Westport ..	Dieby, N.S.	Lighthouse supplies.	—	—	White Cove, Digby County, Nova Scotia.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Name of vessel	Age	Registered	Not registered	Owner (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
24 Sept.	"Almida" .. 6 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
24 Sept.	"Buffolk" .. 1 year.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
25 Sept.	"Goldfinch" .. 7 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
26 Sept.	"Glennora" .. 28 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
26 Sept.	"Lily of the West" .. 48 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
27 Sept.	"European" .. 40 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
27 Sept.	"N. C. Bull" .. 41 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
28 Sept.	"Glencaira" .. 15 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
28 Sept.	"Irish" .. 10 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
28 Sept.	"Marie Anne" .. 25 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
1 Oct.	"Brenkor" .. 10 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
2 Oct.	"Lord of the Isles" .. 10 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
3 Oct.	"Herolus" .. 50 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
4 Oct.	"Aubrey" .. 50 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.
4 Oct.	"Charles P. Knight" .. 20 years.	..	..	..	Outer (Credit), W.	5	8	— Johnson, address unknown.	Largest	Boothroy ..	Ballast ..	—	Loth Striven, Argyllshire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, London, or Bureau Veritas; (b) Date of last survey.	Description of vessel, whether iron or wood.	Tonn.	Crew.	Names of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 4 Oct.	"Excellent" 19 years.	Not registered	.. ..	Fishing lugger, W.	2	None on board.	J. Tolhurst, Dymchurch, Kent.		Lying on sand at Dymchurch.		Ballast ..	—	E.S.E. 6	Dymchurch, Kent.
4 Oct.	"Mary" 56 years.	Glasgow ..	.. ..	Sloop, W. ..	43	3	A. McCalmont, Glenarm, co. Antrim.		Moored at Whiting Bay, Isle of Arran.		Lime shells	—	E.S.E. 10	Whiting Bay, Isle of Arran.
4 Oct.	"Satellite" .. Age unknown.	Not registered	.. ..	Steam tug, L.	About 6.	3	F. Wafer ..	N. Walsh, Ennis-corthy, co. Wexford.	Dover ..	Wexford ..	Ballast ..	—	S.S.E. 9	Boston, Devonshire.
4 Oct.	"T.E.L." .. Age unknown.	Not registered	.. ..	Logger, W.	3	4	W. G. Johnston ..	M. Healy, Cahirciveen, co. Kerry.	Dummore, for fishing.		Ballast ..	—	S.S.W. 9	N. side of Dummore Harbour, co. Waterford.
4 Oct.	"Waverley" 27 years.	Campbelltown ..	.. ..	Jigger, W. ..	33	2	A. Stewart, Whiting Bay, Isle of Arran.		At anchor off Corrie, Isle of Arran.		Ballast ..	—	S.E. 10	Near Corrie, Isle of Arran.
5 Oct.	"Mary Ann" 26 years.	St John's, N.F.L.	.. ..	Schooner (fishing), W.	46	7	D. Pumphery ..	W. Hennessy, Harbour Grace, N.F.L.	Harbour Grace, N.F.L.	Ragged Island, Labrador	Ballast ..	—	N. 10	Ragged Island, Labrador.
5 Oct.	"Sagittun" 30 years.	Norway ..	.. ..	Barque, W.	337	9	H. Simonsen ..	L. Schibeler, Frederikstead, Norway.	Pitea ..	Newhaven	Wood goods, 1 passenger.	—	W. 9	Saeford, Sussex.
6 Oct.	"Champion" 1 year.	Grimaby ..	(a) L.L. 160 A.L. (b) 8.26.	Steam trawler, L.	73	11	W. J. Davis ..	Anchor Steam Trawling Co., Grimaby.	Loftland ..	Grimaby ..	Ballast ..	—	W. 4	Little Skerry Beck, Pentland Firth.
6 Oct.	"Tordal" 23 years.	Norway ..	.. ..	Barque, W.	571	3	T. Bentzen ..	T. M. Thomassen, Mandal, Norway.	Apalachicola, Florida.	Whiter haven.	Pitch pine	—	S.W. 7	Robin Bigg Bank, Cumber-land.
7 Oct.	"Brothers" .. Age unknown.	Not registered	.. ..	Cutter, W.	14	1	A. Nelson, Hawkesbury River, N.S.W.		Broken Bay, N.S.W.	Sydney, N.S.W.	Firewood & shingles	—	N.E. 6	Long Reef, New South Wales.
7 Oct.	"Mimile" 16 years.	St John's, N.F.L.	.. ..	Schooner, W.	26	4	W. Winsor ..	A. Young, Conception Bay, N.F.L.	Carbonate, N.F.L., on a coasting voyage.		Codfish ..	—	S. 9	Wolf Island, Labrador.
8 Oct.	"Glenlivet" 17 years.	Glasgow ..	(a) L.L. 108 A.L. (b) 8.01.	S.S., L. ..	1,008	19	G. Chase ..	Glasgow Navigation Co., Ltd., Glasgow.	Bilbao ..	Whiter haven.	Iron ore ..	—	S.E. 3	The Saints Rocks, Finistère, France.
9 Oct.	"Carlotta" .. New.	Italy ..	(a) L.L. 100 A.L. (b) 7.00.	S.S., Steel..	1,304	25	R. Massimo ..	Finelli Saggiu-roti in Grube, Genoa, Italy.	Tegaurog ..	Antwerp ..	Barley and rape seed.	—	S.W. 2	S. Goodwin Sand, off Kent.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Ship Name	Age	Origin	Destination	Agent	Company	Remarks	Notes
18 Oct.	"Bacchus"	Age unknown.	British India.	(not registered).	..	..	..	..
11 Oct.	"Swallow"	23 years.	St. John's	N.F.L.	..	..	..	..
13 Oct.	"Green Leaf"	16 years.	Halifax, N.E.	..	..	..	..	..
13 Oct.	"L. Furlong"	31 years.	Dublin	..	..	..	..	..
14 Oct.	"Brenton"	39 years.	Fowey	..	..	..	..	..
14 Oct.	"Mary Cole"	55 years.	Belfast	..	..	..	..	..
15 Oct.	"Industry"	26 years.	St. John's	N.F.L.	..	..	..	..
17 Oct.	"Angels"	10 years.	Windsor, N.A.	..	..	..	..	..
19 Oct.	"Maid of Melton"	31 years.	Aberystwith	..	..	..	..	..
21 Oct.	"Lons"	30 years.	Dartmouth	..	..	..	..	..
22 Oct.	"Ella A. Downie"	19 years.	Bridgetown, Barbados.	..	..	..	..	..
23 Oct.	"Hussain"	Age unknown.	Native India	..	..	..	..	..
26 Oct.	"Emma Walker"	23 years.	Scarborough	..	..	..	..	..
26 Oct.	"Viggo"	16 years.	St. John's	N.F.L.	..	..	..	..
27 Oct.	"Kerage"	30 years.	St. John's	N.F.L.	..	..	..	..

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, or Bureau Veritas, or Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 27 Oct.	"Obadiah" 28 years.	Goole ..	.. ..	Ketch, W.	66	3	J. T. Atkin ..	J. Jackson, Goole ..	London ..	Spalding ..	Patent manure.	—	W. by N. 9	1½ mile N. of Felling Coast-guard Station, Norfolk.
20 Oct.	"Parana" 8 years.	London ..	(a) LL 100 AL (b) 800.	S.S., Steel..	1,781	28	G. S. Dale ..	J. L. Bucknall, London.	New York ..	Montevideo ..	General ..	—	S. 6	E. Point, Lobos Island, River Plate, Uruguay.
30 Oct.	"Drehna" 14 years.	Germany ..	.. ..	Ship, I. ..	1,462	20	.. ..	D. H. Wäjen & Co., Bremen, Germany.	Liverpool ..	Townsville ..	General ..	—	N.E.	Barrier Reef, off Flanders Passage, Queensland.
— Oct.	"Antares" 30 years.	Germany ..	.. ..	Barque, W.	406	11	A. Wähdel, Germany.	Grielswald, Germany.	Karlsruhe ..	London ..	Wood ..	—	—	Shipwash Sand, off Norfolk; subsequently beached at Yarmouth.
— Oct.	"Dove" 9 years.	Maliland, N.S.	.. ..	Schooner, W.	169	7	T. Esdale..	E. A. O'Brien, N.S., Harris Co., N.S.	Nassau, N.P.	Jacksonville, Florida, U.S.A.	Ballast ..	—	E.N.E. 7	1 mile N. of Mosquito Light-house, Florida, U.S.A.
1 Nov.	"Mary Ann McLaughlin" 47 years.	Glasgow ..	.. ..	Smack, W.	13	3	J. Molnes ..	D. Macrae, Stornoway.	Stornoway ..	Loch Eilbhart, Isle of Skye.	Salt and stook.	—	S.W. 5	Tabbaldh Island, The Misch.
2 Nov.	"Calliope" 11 years.	W. Hartlepool ..	(a) LL 100 AL (b) 1000.	S.S., Steel..	1,267	26	J. E. Kent ..	A. Gladstone, W. Hartlepool.	Newport, Mon.	Matreilles ..	Coal ..	—	Calm	Near Fethola, Portugal.
2 Nov.	"Orinoco" 19 years.	London ..	(a) LL 100 AL (b) 100.	S.S., I. ..	1,200	46	J. S. Laing ..	Pickford & Black, Halifax, N.S.	Halifax, N.S.	S. George's, Grenada.	General ..	—	E. 2	Off La Sagesse Point, Grenada, W. Indies.
2 Nov.	"Meerula" 2 years.	Bombay ..	(a) B. Ver. 3/3, G. L.L. for 11 years from 7/99 (b) 199.	Schooner, W.	274	7	M. Meerenda, Livonia, Russia.	Gutmanapach, Livonia, Russia.	Pitca ..	Liverpool ..	Staves ..	—	S.W. 6	Grisoesca, Stromay, Orkneys.
6 Nov.	"Eliza Charlotte" 43 years.	Fleetwood ..	.. ..	Ketch, W.	57	3	W. Symington ..	E. Symington, Belfast.	Glasgow ..	Rhynns of Islay.	Coal ..	—	N.N.E. 8	Oversay Island, Islay, Argyll-shire.
7 Nov.	"Ann Eliza" 45 years.	Cardigan ..	.. ..	Ketch, W.	35	3	D. Davies ..	E. Jenkins, Llan-ganog, Cardigan-shire.	At anchor off Llan-ganog Beach.	.. ..	Ballast ..	—	N.N.W. 10	Near Newquay, Cardigan-shire.
7 Nov.	"Concessions" 20 years.	Italy ..	(a) B. Ver. 3/3, A. L.L. for 3 years from 1/00 (b) 400.	Barque, W.	406	11	S. D. Angeli ..	.. ..	Nantes ..	Swansea ..	Pitwood ..	—	N.W. 10	Widemouth Beach, Cornwall.
7 Nov.	"Hildebr" 31 years.	Norway ..	.. ..	Barque, W.	541	3	O. Andersen ..	Wiel & Amundsen, Frederikshald, Norway.	Lancaster ..	Liverpool (in tow.)	Ballast, 1 pilot and 5 passengers (ragged).	4	N.W. 7	Near Queen's Channel, Liverpool Bay.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, London, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1911 23 Nov.	"Harvard" .. Age unknown.	British India (not registered).	.. ..	Sailing vessel, W.	10	—	.. ..	.. ..	Nagotha ..	Bombay ..	.. ..	—	—	Nagotha, Bombay, W. coast of India.
24 Nov.	"Dahlia" .. 12 years.	Brixham ..	.. ..	Ketch, W.	40	4	R. B. Crocker, Brixham.	.. ..	Brixham, for fishing.	.. ..	Ballast	—	E.S.E. 5	Bony Rocks, Plymouth Sound.
24 Nov.	"Fal" .. 6 years.	Palmouth ..	(a) 12. 1/2 100 A1. (b) 7.80.	S.S. Steel..	100	10	P. Johnston ..	J. G. Cox, Falmouth, Cornwall.	St. David's ..	St. Brieux ..	Coal	—	S.W. 5	Grand Legion Lighthouse Rocks, entrance to St. Brieux Harbour, France.
24 Nov.	"Glint" .. 16 years.	Norway ..	.. ..	Barque, W.	386	11	J. Larsen ..	K. S. Bertelsen & Co., Stavanger, Norway.	Boario ..	Palmouth, for orders.	Wheat	—	S.E. to S.S.E. 2	Stag Rocks, Cornwall.
25 Nov.	"Mangle" .. 22 years.	Freeborough ..	.. ..	Schooner, W.	90	5	J. Pennington ..	J. Eason, Newquay, Cornwall.	Ghent ..	London ..	Phosphates	—	S.E. by S. 6	Kestish Knock Sands, West.
26 Nov.	"Advance" .. 13 years.	St. John, N.B.	.. ..	Schooner, W.	90	5	G. Shedd, Obanham, N.B.	.. ..	St. John, N.B.	Boston, Mass.	Alcives and boards.	5	—	Wallis Sands, near Portsmouth, New Hampshire, U.S.A.
26 Nov.	"Fram" .. 15 years.	Norway ..	(a) 12. 1/2 100 A1. (b) 4.00.	S.S. Steel..	1,400	20	S. C. Bruu ..	S. M. Kühnle & Son, Bergen, Norway.	Kalundborg ..	Blyth ..	Ballast	—	S. 4	Seaton Sea Rocks, Blyth, Northumberland.
26 Nov.	"Naryan Prasad" .. 17 years.	British India (not registered).	.. ..	Minutia, W.	15	5	Rasoo ..	Pundlik Shaha, Kuma.	Tadri.. ..	Mangalore ..	Chillies	—	N.W. 3	Entrance to Mangalore, W. coast of India.
27 Nov.	H.M.S. "Hind" ..	.. ..	.. ..	Coastguard cruiser (sailing).	131	27	J. McDonald ..	.. ..	.. ..	.. ..	.. ..	—	W.N.W. 4	Shipwash Sand, Suffolk.
Sup- posed 28 Nov.	"Whim" .. 35 years.	Brixham ..	.. ..	Schooner, W.	90	5	— Matthews ..	W. J. M. Hawley, Newquay, Cornwall.	Ipswich ..	Hoburn, R. Tyne.	Copper ore	5	—	Shipwash Sand, Suffolk.
29 Nov.	"Coraki" .. 21 years.	Sydney, N.S.W.	.. ..	S.S. L. ..	336	17	W. B. Nelson ..	North Coast Steam Navigation Co., Ltd., Sydney, N.S.W.	Newcastle, N.S.W.	Macleay, N.S.W.	Coal	—	—	Macleay River Bar, New South Wales.
1 Dec.	"Silverdale" .. 11 years.	St. John's, N.F.L.	.. ..	Schooner, W.	84	8	W. Tholman ..	D. A. Ryan, King's Cove, N.F.L.	Flour-de-lye, N.F.L.	King's Cove, N.F.L.	Logs	—	E. by S. 6	S. Island, Twillingate, Newfoundland.
2 Dec.	"Ell or Mien" .. 4 years.	Aberdeen ..	.. ..	Steam fishing boat, Steel.	14	5	P. Pelson, Hall.	.. ..	Invergordon	Aberdeen..	Ballast	—	S.E. 6	Struck an outlying portion of the Skerry Rock, Peterhead Bay, and subsequently sank 1 1/2 mile E. of N. Head of Peterhead.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date.	Name of vessel.	Age.	Registered at.	Country.	Length.	Breadth.	Tonnage.	Value.	Persons on board.	Name of master.	Where lost.	Particulars of cargo.	Persons on board.	Remarks.
4 Dec.	"Boswell"	16 years.	..	Plymouth	..	..	20	S.S. Steel..	..	F. A. Blampied..	Anglo - French S.S. Co., Ltd., Devonport.	Plymouth ..	Jersey ..	General, 3 passengers.
6 Dec.	"John & Mary"	31 years.	..	Not registered.	..	..	6	Smack (fishing), W.	..	J. Emery, Leigh, Essex.	Moored in Haddleigh Bay, Essex.	Moored in Haddleigh Bay, Essex.	..	Ballast ..
10 Dec.	"Almaded"	Age unknown.	..	British India (not registered).	..	..	23	Sailing vessel, W.	..	..	..	Dhokea ..	Bombay ..	..
10 Dec.	"San Antonio"	19 years.	..	Spain ..	(a) 11 1/2 (b) 3 1/2	100 AL	1,100	S.S. L ..	..	V. Berrojo ..	Campania de Nav. La Blanca, Bilbao, Spain.	Bilbao ..	Newcastle-on-Tyne.	Iron ore, 10 passengers.
12 Dec.	"Peace Maker"	6 years.	..	St. George's, Grenada.	..	..	8	Sloop, W..	..	R. Lindor, Port of Spain, Trinidad, W.I.	Port of Spain	Guayaguayare	..	Foodstuffs
14 Dec.	"Jasmond"	13 years.	..	Newcastle-on-Tyne.	(a) 11 1/2 (b) 3 1/2	100 AL	88	S.S. Steel..	..	J. B. Wilson ..	R. Mason, Newcastle-on-Tyne.	Plymouth ..	Oberbourg	Ballast ..
16 Dec.	"Alpha"	37 years.	..	Vancouver, B.C.	..	..	514	S.S. L ..	..	H. Yorke..	J. Genelle, Vancouver, B.C.	Vancouver, B.C.	Yokohama	Cured fish, 3 passengers and 3 slow-ways.
16 Dec.	"Machwa Maeheri"	Age unknown.	..	British India (not registered).	..	..	5	Sailing vessel, W.	..	..	..	Bhatia ..	Gogo ..	..
16 Dec.	"Mary"	36 years.	..	Benif ..	..	..	99	Schooner, W.	..	W. H. Mathison	A. Wilson, Benif	Sunderland..	Benif ..	Coal ..
17 Dec.	"Nina"	25 years.	..	Tegmouth ..	..	..	183	Brigantine, W.	..	C. Rounce ..	R. Archbold, Jarro-w-on-Tyne.	Middle-borough.	London ..	Salt ..
19 Dec.	"Carlotta"	18 years.	..	St. John, N.B.	..	..	210	Schooner, W.	..	J. C. Rogers ..	G. W. Merritt, St. John, N.B.	Hillsboro, N.B.	Newbury, New Jersey, U.S.A.	Flax ..
19 Dec.	"Evangelina"	15 years.	..	Bridgetown, Barbados.	..	..	74	Schooner, W.	..	..	R. A. W. H. Chase, Bridgetown, Barbados.	..	..	..
20 Dec.	"Gabrielle"	Age unknown.	..	France ..	..	..	About 40	Smack (fishing), W.	..	..	..	..	..	Ballast ..
21 Dec.	"Bertha"	37 years.	..	Leith ..	..	..	210	Lighter (salvage), W.	..	..	A. McKinnon, Leith.	Moored alongside a stranded steamer off Leith Harbour.	..	Salvage gear.
21 Dec.	"Ebenzer"	41 years.	..	Douglas, Isle of Man.	..	..	28	Jigger (fishing), W.	..	W. Jones ..	T. Jones, Hoylake, Cheshire.	Moored at Hoylake.	..	Ballast ..

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, or Date of last survey.	Description of Vessel, whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port called from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 21 Dec.	"Gladio" .. 1 year.	Russia ..	(a) B. Ver. 33, G. I. I. for 9 years from 5.00. (b) 5.00.	Schooner, W.	150	6	G. Noris ..	J. Pessin & Co., Riga, Russia.	St. David ..	Rye ..	Coal ..	—	W. 10	Rock S. of Inchekeith, Firth of Forth.
21 Dec.	"Nellie Blanche" 13 years.	Parrboro, N.B.	.. ..	Schooner, W.	80	3	A. W. Brown ..	C. A. Morrison, Parrboro, N.B.	Sackville, N.B.	Parrboro, N.B.	Ballast ..	—	E.S.E.—	Near Apple River, Nova Scotia.
21 Dec.	"Seagull" .. Age unknown.	Not registered	.. ..	Smack (trading), W.	10	None on board.	J. Reid, Saltcoats, Ayrshire.	.. ..	Lying on beach at Salt- coats.	.. ..	.. ..	—	S.W. 10	Saltcoats, Ayrshire.
21 Dec.	"Spray" .. Age unknown.	Cowes ..	.. ..	Outlier (yacht), W.	10	None on board.	.. ..	T. Blair, jun., Greenock.	Laid up on beach at Garvel Park, near Greenock.	.. ..	.. ..	—	S.W. 9	Garvel Park, near Greenock.
21 Dec.	"Venus" .. 20 years.	Carnarvon ..	(a) Ll. 4 A. I. cont. from 5.00. (b) 8.00.	Schooner, W.	100	5	P. O. Williams ..	J. Williams, Portmadoc, Carnarvonshire.	Fogo, N.F.L.	Lisbon ..	Codfish ..	—	Calm	Entrance to River Tagus, Portugal.
21 Dec.	"Widgeon" .. 9 years.	Not registered	.. ..	Outlier (yacht), W.	8	None on board.	J. Clark ..	D. Clark & Ray- burn, Inverkip, Renfrewshire.	Laid up at Inverkip, Ren- frewshire.	.. ..	Ballast ..	—	S.W. 10	Inverkip, Renfrewshire.
23 Dec.	"James G. Beecher" 11 years.	U.S.A. ..	.. ..	Schooner, W.	720	8	F. G. Dunn ..	C. A. Smith, Newhaven, Conn., U.S.A.	Key West, Fla.	Savannah, Georgia.	Ballast ..	—	E.S.E. 7	A reef near Wood Cay, Grand Bahama, West Indies.
24 Dec.	"Ernewick" .. 2 years.	Liverpool ..	(a) Ll. 100 A. I. (b) 4.00.	S.S., Steel ..	341	15	J. B. Wade ..	J. Bacon, Lim., Liverpool.	Liverpool ..	Bristol ..	General, 1 passenger.	7 (crew).	S. 1	Welsh Hook Sand, Bristol Channel.
25 Dec.	"Gudrun" .. 21 years.	Norway ..	(a) B. Ver. 33, G. I. I. for 5 years from 11.00. (b) 9.00.	Barque, W.	487	—	A. Roseland ..	R. Knudsen, Christiansund, Norway.	Dalhousie ..	Couway ..	Deals and battens.	—	—	Rabbit Island, Glasdore, co. Ork.
25 Dec.	"Minnie M." .. 17 years.	Halifax, N.S.	.. ..	Schooner, W.	27	4	W. Young ..	P. Young, Peiplawick, N.S.	Halifax, N.S.	Monquod- obolt, N.A.	General ..	—	Calm	Petpawick, Nova Scotia.
27 Dec.	"Honor" .. 18 years.	Not registered	.. ..	Lugger, W.	8	5	B. C. Veal ..	T. Stevens, St. Ives, Corn- wall.	St. Ives, for fishing	.. ..	Ballast ..	—	W.N.W. 9	Gwithian, St. Ives Bay, Cornwall.
28 Dec.	"Ada" .. 20 years.	Not registered	.. ..	Smack, W.	5	3	J. I. Strong ..	A. Strong, Barrow-in- Furness.	Walney Ferry, for fishing.	.. ..	Ballast ..	—	N.W. 9	Walney Channel, More- cambe Bay.
28 Dec.	"Capicorno" .. 17 years.	Austria ..	.. ..	Barque, W.	530	14	E. Perovick ..	L. de Comilich & Co., Fiume, Austria.	Cardiff ..	San Paulo de Loanda.	Coal ..	12	W.N.W. 10	Boda, Cornwall.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Name	Age	Country	Registered	(a) LL	(b) 4.98	1511	28	J. Roman	F. D. Abasco, Bilbao, Spain.	Rotterdam	Bilboa	Ballast	1	N.W. 9	Portland Breakwater, Dorsetshire.
28 Dec.	"Enecuri"	6 years.	Spain	..	..	..	1511	28	J. Roman	F. D. Abasco, Bilbao, Spain.	Rotterdam	Bilboa	Ballast	1	N.W. 9	Portland Breakwater, Dorsetshire.
28 Dec.	"Fly"	Age unknown.	Not registered	..	..	..	2	None on board.	J. Jackson	W. Bird, Asham	Moored off Millom Pier, Asham.	Moored off Millom Pier, Asham.	Ballast	..	W.N.W. 9	Horse Point, Estuary of River Duddon.
28 Dec.	"Hovding"	24 years.	Norway	..	..	..	440	10	M. Pedersen	A. Natvig & Co., Kraggs, Norway.	Newport, Mon.	Moored at Heswall.	Coal	10	S.W. 10	Welsh Hook Sand, Bristol Channel.
28 Dec.	"Martha"	Age unknown.	Not registered	..	..	..	8	None on board.	J. Williams	Heswall, Cheshire.	Moored at Heswall.	Moored at Heswall.	Ballast	..	N.W. 9	Heswall, Cheshire.
28 Dec.	"Neptune"	54 years.	Carnarvon	..	..	..	63	4	O. Hughes	J. Williams, sen., Portmadoc, Carnarvonshire.	Aberdeen	Little-hampton.	Slates	..	W.N.W. 10	Newton Noyes Pier, Milford Haven.
28 Dec.	"Primrose Hill"	14 years.	Liverpool	..	..	..	2,323	34	J. Wilson	W. Price, Liverpool.	Liverpool	Victoria, Vancouver.	General	33	W.N.W. 10	14 mile S.E. of the South Stack, off Anglesey.
28 Dec.	"Ragna"	32 years.	Norway	..	..	..	668	12	J. H. Zopf	J. C. Svendsen, Christiansund, Norway.	Cardiff	Bahia	Coal and coke.	3	N.W. 10	Aberfeldy Creek, near Trevina, Pembrokehire.
28 Dec.	"Seine"	1 year.	France	..	..	..	1,587	24	— Quimper	A. O. Boudier, Dunkirk, France.	Ligue	Palmyra, for ord.	Saltpetre	..	N.W. 10	Perranporth, Cornwall.
28 Dec.	"Star of Clongon"	4 years.	Not registered	..	..	..	2	6	T. King	J. King, Clongon, co. Galway.	Clongon, for fishing.	Clongon, for fishing.	Ballast	2	N.N.W. 10	Near Clongon, co. Galway.
28 Dec.	"Tennar Propositi"	32 years.	Norway	..	..	..	838	11	K. Andersen	J. Reichel, Bergen, Norway.	Newport, Mon.	Paramaribo	Coal	11	S.W. 10	Welsh Hook Sand, Bristol Channel.
28 Dec.	"Topas"	30 years.	Swansea	..	..	..	100	5	J. Farling, Arklow, co. Wicklow.	J. Farling, Arklow, co. Wicklow.	Foynes	Garston	Wood	..	N.W. 10	4 mile below Glin Pier, co. Limerick.
28 Dec.	"Tordenskjold"	23 years.	Norway	..	..	..	541	11	G. Jensen	Jorgensen & Jorgensen, Tvedestrand, Norway.	Newport, Mon.	St. Paulo de Loanda.	Coal	..	S.W. 10	Welsh Hook Sand, Bristol Channel.
28 Dec.	"Mary Jane"	Age unknown.	Not registered	..	..	..	5	None on board.	J. P. Kersey, West Kirby, Cheshire.	J. P. Kersey, West Kirby, Cheshire.	Moored at West Kirby.	Moored at West Kirby.	Ballast	..	N.W. 9	Thurstaston, Cheshire.
28 Dec.	"Troy"	Age unknown.	Not registered	..	..	..	13	None on board.	J. McMaster	J. Cully, Portlough, co. Down.	Anchored in Mill Bay, co. Down.	Anchored in Mill Bay, co. Down.	Ballast	..	W. 9	Lynn Beach, Jurby, Isle of Man.
30 Dec.	"Pallas"	39 years.	Jersey	..	..	..	56	4	J. R. Le Mesurier	G. G. Cantell, Gorey, Jersey.	Par	Fisharrow, Leth.	Clay	..	S. 1	Blue Cap Rock, Fern Islands.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or British Vessels Survey.	Description of Vessel, whether iron or wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Carriage and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 30 Dec.	"R. T. E." .. 16 years.	Bridgewater ..	.. ..	Ketch, W.	76	4	J. Le Pedrin ..	E. Stephens, Par, Cornwall.	Boston, Lima.	London ..	Coal ..	—	S. S.	Aldeburgh, Suffolk.
31 Dec.	"Arthur" .. 16 years.	Norway ..	.. ..	Barquentine, W.	370	9	A. Clementson ..	H. H. Petersen, Arendal, Nor- way.	Archangel ..	Macedon ..	Wood ..	—	E. 10	Gross Sands off Yarmouth; afterwards beached at Freiston, Lincolnshire.
31 Dec.	"China" .. 33 years.	Hull ..	(a) Ll. $\frac{1}{2}$.. (b) 500.	S.S., I ..	1,100	23	F. Dodgeon ..	Bailey & Tes- them, Lim., Hull.	N. Shields ..	Royal ..	General ..	—	E.S.E. 2	25 miles westward of Hango, Finland, Russia.
— Dec.	"Marion" .. 20 years.	Not registered	.. ..	Lugetail (fishing), W.	2	None on board.	T. Logan, West Kilbride, Ayrshire.	Laid up on beach at Portincross, Ayrshire.	Laid up on beach at Portincross, Ayrshire.	Portincross, Ayrshire.	Ballast ..	—	S.W. 9	Portincross, Ayrshire.
1901. 1 Jan.	"Elrocco" .. 17 years.	Montego Bay, Jamaica.	.. ..	Schooner, W.	166	7	W. A. Bodden ..	H. O. Bodden, Blewfields, Nicaragua.	Grand Cay- man.	Blewfields, Nicaragua.	Lumber ..	—	N.E. 4	Blewfields Bluff, Nicaragua.
2 Jan.	"Irydene" .. 15 years.	Newcastle-on- Tyne.	(a) Ll. $\frac{1}{2}$ 100 Al. (b) 100.	S.S., Steel..	1,797	27	J. Tippet ..	J. T. Lunn, New- castle-on-Tyne.	Hamburg ..	Wilming- ton, N.O.	Salt ..	1	Calm	La Manche Bay, Newfound- land.
2 Jan.	"Lily" .. 30 years.	Windsor, N.S..	.. ..	Schooner, W.	368	8	B. Kerr ..	G. E. Bendley, Fox River, N.S.	Perth Amboy, New Jer- sey, U.S.A.	St. John, N.B.	Coal ..	—	N.W. 10	Eastham, Massachusetts, U.S.A.
5 Jan.	"Cart Rabbithens" .. 15 years.	Middlebrough	(a) Ll. $\frac{1}{2}$ 160 Al. (b) 500.	S.S., I ..	1,084	19 and pilot.	J. Johnson ..	P. O. E. Rabbithens, Middlebrough.	Poti ..	Gardon ..	Manganese ore.	—	E. 3	Poti, Russia.
6 Jan.	"Jeffery" .. 40 years.	Jersey ..	.. ..	Schooner, W.	71	4	P. P. Pigeon, Jersey.	.. ..	London ..	Guernsey	Wheat and oil cake, 1 passenger.	—	N.N.E. 9	Reville Point, near St. Yves, France.
7 Jan.	"Sovereign" .. 64 years.	Dublin ..	.. ..	Barquentine, W.	230	10	J. S. McGavin ..	G. Cawson, Car- diff.	Ferrol ..	Villagarcia	Ballast ..	—	S.E. 10	33 miles inside Maros Light, Spain.
7 Jan.	"Teaser" .. 26 years.	Pedestow ..	.. ..	Ketch, W.	64	3	T. Major ..	W. S. Allport, Pedestow, Corn- wall.	Runcorn ..	Pedestow ..	Coal ..	—	E.N.E. 4	Stepper Point, Cornwall.
8 Jan.	"Brilliant" .. 4 years.	Not registered	.. ..	Lugger (fishing), W.	30	6	M. Machay ..	A. Mackenzie, Stornoway.	Buckle ..	Stornoway	Ballast ..	1	S.S.E. 6	Reche outside N. Pier, Wick, Cardiff-shire.
10 Jan.	"Ann" .. 60 years.	Bridgewater ..	.. ..	Ketch, W	54	3	R. Allen Bridgwater.	.. ..	Swansea ..	Scandor- foot, Pen- brokeshire	Ballast ..	—	S. 10	Rhosili Bay, Glamorgan- shire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Name of vessel	Age	Port of origin	Registered	Flag	Tonnage	No. on board	Name of master	Where lost	Contents	Direction of wind	No. of lives lost	Remarks
11 Jan.	"Catherine"	35 years.	Arichat, C.B.	..	..	61	None on board.	B. Gilroir, Arichat, C.B.	Laid up at W. Arichat, O.B.	Ballast	..	..	W. Arichat, Cape Breton.
13 Jan.	"Kaimari"	14 years.	London..	..	(a) L. 100 AL (b) 600	1,600	75	A. Clark ..	Bombay & Persia Navigation Co., Bombay.	Ballast	..	25 (including 19 passengers).	S.E. by E. 12.
16 Jan.	H.M.S. "Sybille"	..	..	..	..	2,400	900	..	..	..	..	1	Lambert's Bay, Cape Colony.
18 Jan.	"Bohwell"	15 years.	London..	..	(a) L. 100 AL (b) 200	1,900	31	B. Guthrie ..	W. Montgomery, London.	Coal	..	..	Calin
19 Jan.	"Gypsy"	10 years.	Kingston, Ja..	..	..	20	5	E. Sutton ..	J. E. Kin & Co., Montego Bay, Jamaica.	Wool	..	..	N.N.E. 6
19 Jan.	"Jeanie Arthur"	40 years.	France	..	..	46	4	J. Henry ..	Société Anonyme des Carrières de l'Ouest, Paris.	Copra (scoriated).	..	..	S. 8
19 Jan.	"Providence"	68 years.	Plymouth ..	..	..	30	None on board.	B. Sparrow, Plymouth.	Moored in Caswall Bay, Cornwall.	..	..	..	S. 9
22 Jan.	No name	8 years.	Not registered	..	..	..	None on board.	J. Gunn, Korpia, Ness.	Lying on beach at Stow.	Ballast	..	..	W.N.W.
27 Jan.	"Thomas"	31 years.	Liverpool ..	..	..	65	3	R. Jones ..	W. Thomas, Amwich, Anglesey.	Coal	..	..	N.W. 10
30 Jan.	"Hannah"	56 years.	Preston..	..	..	60	4	— Williams ..	M. Kavanagh, Wexford.	Ballast	..	..	W. 9
28 Jan.	"Medora"	6 years.	Auckland, N.Z.	..	..	67	8	A. A. Austin ..	D. Robble, Leruma, Fiji.	..	..	..	N.W. 7
30 Jan.	"Carlo"	21 years.	Norway ..	..	..	323	19	S. Gulbrandsen ..	O. Elom, Fredrikstad, Norway.	Iron ore	..	..	N.N.W. to N. 9
30 Jan.	"G.S.S."	Age unknown.	Colonial (not registered).	..	..	..	3	H. Makala ..	Fremanile, W.A., for pearling.	Ballast	..	..	S. 10
30 Jan.	"William"	31 years.	Bridgewater ..	..	..	40	5	W. Trunks ..	Sully & Co., Ltd., Bridgewater.	Coal	..	..	N.E. 4
31 Jan.	"Harry Mundahl"	18 years.	Cape Town ..	..	..	122	11	B. O. Jacobson ..	Port Shepherson.	General	..	..	S. 2

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or British Veritas, or (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1901. 1 Feb.	"Glenpark" 4 years.	Liverpool ..	(a) L.L. 100 A1. (b) 2,000.	Ship, Steel.	1,799	26	H. Griffith ..	E. Thomas & Co., Liverpool.	Port Pirie ..	Algebra Bay	Wheat ..	—	S. to S.S.W.	N.N.E. Rock off Wedge Island, Spencer Gulf, S. Australia.
2 Feb.	"May Byrnes" 5 years.	Newcastle, N.S.W. ..	.. ..	Schooner, W.	215	6	W. Gallant ..	E. Byrnes, Sydney, N.S.W.	Newcastle, N.S.W.	Sydney, N.S.W.	Coal ..	—	—	N. Head, Port Jackson, New South Wales.
4 Feb.	"Goonlaze" 27 years.	Hayle ..	.. ..	Schooner, W.	79	4	T. Haddock ..	J. Hitchins, St. Agnes, Cornwall.	Port Talbot	St. Agnes ..	Coal ..	4	Variable 10	Cockington Head, Barnstaple Bay, Devonshire.
5 Feb.	"Janie Vivian" 33 years.	Padstow ..	.. ..	Schooner, W.	84	4	J. T. Kent ..	M. Thomas, Wadebridge, Cornwall.	Padstow ..	Cardiff ..	Wheat ..	—	N.N.W. 3	Entrance to Padstow Harbour, Cornwall.
5 Feb.	"Julien Marie" 40 years.	France ..	.. ..	Brigantine, W.	71	6	L. Lebeal, St. Pierre, France.	.. ..	Swansea ..	Bordeaux	Culm ..	—	N. 2	Portminster Beach, St. Ives, Cornwall.
5 Feb.	"White Rose" 16 years.	Liverpool ..	.. ..	S.S. L ..	88	10	J. Pring ..	E. Hughes, Liverpool.	Plymouth ..	Fowey ..	Ballast ..	—	N.W. 3	Hedder Rocks, off Palperro, Cornwall.
8 Feb.	"Iris" New.	Bridgetown, Barbados.	.. ..	Schooner, W.	5	4	S. Toppin ..	V. Borden, (Address not stated.)	Barbados ..	Antigua ..	Fruit, passengers ..	—	E. —	Hibernia Reef, Antigua, W. Indies.
8 Feb.	"Shamrock" 19 years.	Sydney N.S.W. ..	.. ..	Schooner, W.	9	8	X. Yamart ..	A. Birds, Broome, W.A.	Broome, W.A., for pearl fishing.	.. ..	Ballast ..	—	N.N.W. 5	Panton Reef, off Carnot Bay, Western Australia.
12 Feb.	"Prince Consort" 39 years.	Faversham ..	.. ..	Brig. W. ..	199	8	C. Rounce ..	R. Archbold, Jarrow on-Tyne.	Middlesbrough.	London ..	Salt ..	—	N. by W. 6	S. Gate Breakwater, Entrance to River Tees.
13 Feb.	"Cleopatra" 2 years.	Hull ..	(a) L.L. 100 A1. (b) 1,490.	Steam trawler, L.	61	11	T. Clarkson ..	Hellyer's Steam Fishing Co., Ltd., Hull.	Island ..	Hull ..	Ballast ..	16	— 2	Coast of Iceland, (exact position not stated).
13 Feb.	"John James" 42 years.	Aberystwith ..	.. ..	Ketch, W.	30	2	D. Williams, Newquay, Cardigan-shire.	.. ..	Newquay ..	Swansea ..	Ballast ..	—	Calm	Skomar Island, off Penbroskshire.
15 Feb.	"Ashton" 3 years.	London ..	(a) L.L. 100 A1. (b) 2,000.	S.S. Steel ..	2,047	20	G. Howse ..	W. Lamplough, London.	Mororan, Japan.	Hong Kong	Coal ..	—	N.W. 7	Singapore Reef, Tongara Straits, Japan.
17 Feb.	"Comet" 36 years.	Montrose ..	.. ..	Barquen-also, W.	269	9	E. Willyman ..	D. T. Sharper, W. Hartlepool.	Hartlepool ..	Portsmouth	Coal ..	1	N. 3	Entrance to Bridlington Harbour, Yorkshire.
19 Feb.	"Camden" 23 years.	London ..	(a) L.L. 100 A1. (b) 2,000.	S.S. L ..	915	24	J. O. Campbell ..	E. H. Watts, London.	Cardiff ..	Maha ..	Coal ..	3	E. 2	About 12 miles S.W. of Cape Spier, Morocco.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

20 Feb.	"Alert" .. 19 years.	..	Sydney, N.S.W.	Steam tug, W.	18	3	D. Patience	..	F. Buckle, Sydney, N.S.W.	Namucca, N.S.W.	Bellinger, N.S.W.	..	Ballast	..	—	Namucca River Bar, New South Wales.
23 Feb.	"Lady St. Arbyn" .. 20 years.	..	Lyttelton N.Z.	Schooner, W.	150	6	A. McDonald	..	E. Pitcaithly, Christchurch, N.Z.	Pieton, N.Z.	Kaipara, N.Z.	..	Ballast	..	—	Entrance to Kaipara Har- bour, N. Island, New Zealand.
26 Feb.	"Flores" .. 40 years.	..	Not registered	..	..	..	Smack, W.	12	None on board.	F. Dalimore, Southampton.	..	..	Lying at Ryde, I. of Wight.	..	Slates	..	S.S.E. 5	Ryde Quay, Isle of Wight.
1 Mar.	"Eros" .. 19 years.	..	Not registered	..	..	..	Smack (fishing), W.	15	None on board.	A. McKay	..	J. Sinclair, Thurso, N.E.	Anchored in Sorabeter Roads.	..	Ballast	..	S.E. 10	Sorabeter, Orkness-shire.
6 Mar.	"Aquitaine" .. 3 years.	..	France ..	..	(a) R. Ver. 2/3, L.I. 1 for 16 years from R.V. (b) 1.01.	..	Barques- time, W.	156	11	E. S. Lo	..	S. M. Legasse & Sons, St. Pierre, Miquelon.	Bayonne, France.	St. Pierre, Miquelon.	General, 14 passengers.	..	S.W. 7	Lance Cove, Cape Lahunu Newfoundland.
6 Mar.	"Bambler" .. 1 year.	..	Lonsburg, N.S.	..	..	..	Schooner, W.	98	7	I. Zinck	..	E. F. Zwickler, Lonsburg, N.S.	Burke, N.F.L.	Lonsburg, N.S.	Frozen herrings.	..	S.S.W. 7	St. Esprit Island, Cape Breton.
8 Mar.	"Avions" .. 21 years.	..	Glasgow	..	(a) L.I. 100 AL (b) 9.00.	..	S.S. I. ..	1140	23	J. B. Murray	..	A. A. Wyllie, Ayr.	St. Namiro..	Bilbao	Ballast	..	N.W. 10	N. side of Bilbao Break- water, Spain.	
13 Mar.	"Brother" .. 12 years.	..	Melbourne	..	..	..	Schooner, W.	45	4	P. Johnson	..	Trustees of W. Coxter and A. Higham, Mel- bourne.	Burnie, Tas.	Port Adelaide, S.A.	Palings	..	Calm	Sea Elephant Beach, King's Island, Bass Strait.
13 Mar.	"Daisy" .. 17 years.	..	Peterhead	..	(a) L.I. 100 AL (b) 3.00.	..	S.S. I. ..	131	9	W. Dennis	..	Peterhead, Leith and Aberdeen Steam Navigation Co., Ltd., Peterhead.	Aberdeen	Peterhead	General 6 passengers.	..	S. 1	Orden Sound, Aberdeen- shire.	
15 Mar.	"Concord" .. 68 years.	..	Plymouth	..	..	..	Smack, W.	30	3	E. Pascoe	..	B. Harrow, Plymouth.	Plymouth	Porthleven	Limestone and general.	..	Calm	Entrance to Porthleven Har- bour, Cornwall.
15 Mar.	"George 4th" .. 28 years.	..	Barrow	..	..	..	Schooner, W.	99	5	E. W. Hughes	..	W. Postlethwaite, Holborn Hill, Cumberland.	Flymouth	Coleraine..	Manure	..	S.E. by E.	Entrance to River Bann, co. Londonderry.
16 Mar.	"Williamette" .. 20 years.	..	U.S.A. ..	..	(a) R. Ver. 1 3/8, G. L.I. from 10.00. (b) 10.00.	..	S.S. I. ..	1,085	30	J. Hansen	..	Pacific Coast Co., New York.	Comox	Oyster Harbour.	Coal	..	S.E. 2	Village Pt. Reef, Denman Island, Vancouver, British Columbia.
18 Mar.	"Emily" .. 40 years.	..	Faversham	..	..	..	Spritsail, W.	33	3	W. Norton	..	Sinard, Dean & Co., Ltd., Sit- tingbourne, Kent.	Milton	Sheerness..	Flints	..	E. 7	Isle of Grain, Kent.
19 Mar.	"Bee" .. 17 years.	..	Townsville Queensland.	..	..	..	S.S. W. ..	17	3	J. McLeod	..	R. Hayler, Mag- netic Island, Cleveland Bay, Queensland.	Picnic Bay, Magnetic Island.	Townsville	Ballast, 3 passengers.	..	S.E. 3	Picnic Bay, Port of Towns- ville, Queensland.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class is Lloyd's Register, Liverpool Book, or British Vessel, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Names of Master.	Name and Address of Owner.	Port called from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1901. 19 Mar.	"Grace" .. 30 years.	Not registered	.. ..	Smack (trading), W.	9	None on board.	B. Richards, Bangor, Carnarvon- shire.		Anchored at Hraef, near Bangor.		..	—	N.E. 8	Bangor, Carnarvonshire.
19 Mar.	"Marie Kireline" .. 51 years.	Glasgow	.. ..	Schooner, W.	78	8	T. Murphy, Strangford, co. Down.		Portruah ..	Strangford	..	—	E.N.E. 8	Red Bay, co. Antrim.
19 Mar.	"Maryland" .. 125 years.	Montego Bay, Jamaica.	.. ..	Schooner, W.	96	8	J. Godfrey .. R. Jacobs, Montego Bay, Jamaica.		Kingston ..	Montego Bay.	Ballast, 3 passen- gers.	—	N. 3	Beef S. of Brer Bush Cay Jamaica, W. Indies.
20 Mar.	"Euras" .. 51 years.	Norway	.. ..	Brig. W. ..	206	8	G. Helwig .. H. A. Kvasse, Christiansand, Norway.		Christiansand	Paimbousf	Deals ..	—	E. 9	Hasborough Sand, Norfolk.
20 Mar.	No name .. New.	Not registered	.. ..	Cutter, W.	13	2	J. Rogers .. H. S. Hanson, E. Cowes, I. of Wight.		East Cowes	Devonport	Ballast ..	—	E.N.E. 8	Near Prawle Point, Devon- shire.
21 Mar.	"Klange" .. Age unknown.	Colonial (not registered).	.. ..	Sailing yacht, W.	—	—	.. ..	.. ..	Moored at Warram- bool, Victoria.		Ballast ..	—	—	Warrambool, Victoria.
21 Mar.	"Rose" .. 51 years.	Sunderland	.. ..	Brigantine, W.	164	7	G. Friend .. The Whiteable Shipping Co., Whiteable, Kent.		Sunderland	Whiteable	Coal ..	4	E.N.E. 10	Middle Sand, Isle of Sheppey, Thames Estuary.
22 Mar.	"Comforter" .. 34 years.	Norway	.. ..	Brig. W. ..	205	7	O. Olsen, Tysnø, Norway.		Frederikstadt	Rocheester	Firewood..	—	E.N.E. 8	Barrow Sand, Essex.
23 Mar.	"Taber" .. 22 years.	Bombay	.. ..	S.S., I. ..	1,888	86	J. P. Tyndall .. Halsee Osmun Jocumb, Bom- bay.		Aden ..	Mauritius	Salt and grain.	14	—	600 yards from Barkly Island, Port Louis, Mauritius.
24 Mar.	"Ariadne" .. 27 years.	Portsmouth	.. ..	Schooner (yacht), W.	280	11	G. Mumford .. T. O. Kerry, London.		Sydney, N.S.W.	Dunedin, N.Z.	Ballast, 1 passen- ger.	—	E. to S.E. 7	1½ mile S. of Waitaki River, Middle Island, New Zea- land.
24 Mar.	"Lindsay" .. 1 year.	Grimsby	(a) 11. 100 A.L. (b) 10.08	Steam trawler, I.	67	13	O. Petheram .. E. Bacon, sen., Grimsby.		Grimsby, for fishing.		Ballast ..	—	S.E. 9	Off the low land of Port- land, Iceland.
24 Mar.	"No. 5" .. 30 years.	Not registered	.. ..	Lighter, W.	80	2	O. Fines .. W. Nettleton, Hull.		Alexandra Dock, Hull.	Victoria Dock, Hull.	Manure ..	—	W. 4	Outside Entrance to Victoria Dock, Hull.
25 Mar.	"Imbol" .. 31 years.	Whitehaven	(a) 11. 100 A.L. (b) 1.08	Schooner, I.	140	6	J. Walker .. R. Tupman, Knottingley, Yorkshire		Troon ..	Exeter ..	Coal ..	—	N. 5	Near S. Bishop's Lighthouse, Fenitbrockshire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Vessel	Age	Registered	(a) LL $\frac{1}{2}$ 100 AL (b) 1200	S.S., Steel..	1271	8	EL Talboys	W. Australian Steam Navigation Co., Ltd., London.	Fremantle, W.A.	Derby, W.A., and Singapore.	Timber, shrub, wool, etc., 50 passengers.	—	W. 3	Approximate lat. 10° 19' 40" E., long. 120° 2' E., Western Australia.
28 Mar.	"Karrakatta"	4 years.	..	..	..	1271	8	EL Talboys	..	Fremantle, W.A.	Derby, W.A., and Singapore.	Timber, shrub, wool, etc., 50 passengers.	—	W. 3	Approximate lat. 10° 19' 40" E., long. 120° 2' E., Western Australia.
29 Mar.	"Paris"	26 years.	Hull ..	..	S.S., L ..	164	10	E. Hutton	G. R. Haller, Lim., Hull.	Rochester ..	Leith ..	Cement ..	9	E.S.E. 8	About 24 miles S. of Hauley Lifeboat House, Northum- berland.
30 Mar.	"Advance"	Age unknown.	Not registered	..	Lugger (sailing), W.	16	None on board.	G. Beld, Thurro,	Caithness-shire	Moored in Scrabster Roads.	Ballast ..	Ballast ..	—	S.E. 10	Scrabster, Caithness-shire.
30 Mar.	"Australia"	26 years.	Norway ..	..	Ship, W. ..	1367	17	EL Jebe ..	J. Johansen, Christiania, Norway.	Cardiff ..	Elle de Janairo.	Coal ..	2	S.W. 8	4 miles W. of Ferryville, Carmarthenshire.
30 Mar.	"Florence"	7 years.	Not registered	..	Dandy (sailing), W.	31	None on board.	T. P. Sinclair	F. S. Anderson, Yalla, Waila, Shetland.	Moored in Levenwick Bay, Shetland.	Ballast ..	Ballast ..	—	E.S.E. 9	W. side of Levenwick Bay, Shetland.
29 Mar.	"Rose"	73 years.	Ipswich ..	..	Schooner, W.	97	4	G. Jennings	W. Sear, Ipswich.	Guernsey ..	Ipswich ..	Stones and patent manure.	—	S.S.W. 8	Andrews Shoal; afterwards drove ashore at Felistown, Bullock.
31 Mar.	"Hope"	27 years.	Greenock ..	..	S.S., W. ..	507	14	W. Bartlett	D. Murray, Glasgow.	Port au Prince, N.P.L., for seal fishing.	Ballast ..	Ballast ..	—	E.N.E. 8	Bryon Island, Gulf of St. Lawrence, Canada.
31 Mar.	"Nicholas Jenkin"	50 years.	Not registered	..	Yawl (sailing), W.	22	None on board.	S. Gordon	G. B. & W. Jamieson, Port, Sandwick, Shetland.	Moored at Maids Ayr, Cunningburgh, Shetland.	Ballast ..	Ballast ..	—	S.E. 10	Maids Ayr, Cunningburgh, Shetland.
1 Apr.	"Martha Penval"	24 years.	Carmarvon ..	(a) LL 4 AL cont. from 300 (b) 1200	Barquentine, W.	249	3	W. Jones ..	J. Jones, Port- madoc, Carnar- vonshire.	Portmadoc ..	Harburg ..	Slates ..	—	S.W. 3	Bactum, Sylt Island, Ger- many.
2 Apr.	"Rock Light"	14 years.	Not registered	..	Logger (sailing), W.	18	5	D. Cargill, Arbroath.	Arbroath.	Arbroath to obtain ballast.	Ballast ..	Ballast ..	—	E.S.E. 9	Cove Haven, near Arbroath, Perthshire.
3 Apr.	"Eldis"	28 years.	Adelaide ..	..	Ketch, W.	64	5	W. Hoffmeister, Port Adelaide, S.A.	Port Adelaide, S.A.	Port Adelaide	Port Adelaide	Preserved rabbits & ground bark.	—	S.S.W. 9	Coorong Beach, S. Australia.
4 Apr.	"Iriblington"	21 years.	Glasgow ..	(a) LL $\frac{1}{2}$ 100 AL (b) 1200	S.S., L ..	1313	23	J. Hardie	Medley & McIntyre, Glasgow.	Almer's ..	Glasgow ..	Iron ore ..	—	E. 1	Pearl Rock, Straits of Gib- ralter, Spain.
5 Apr.	"Zubinslain"	12 years.	Sunderland ..	(a) LL $\frac{1}{2}$ 100 AL (b) 800	S.S., Steel..	1377	23	E. Elley ..	J. Taylor & Co., Sunderland.	Novoromick	Rotterdam	Grain and oilcake.	—	W.S.W. 5	Loquet Rock, near Molène, Finistère, France.
6 Apr.	"Cuskw"	20 years.	Norway ..	(a) B. Ver. S.S. A.L.L. for 1 year from 200 (b) 100	Brigantine, W.	307	3	P. Larsen ..	G. Jansen & Co., Kopervik, Norway.	Liverpool ..	N. Sydney	Salt ..	—	S.E. 9	Pointe Aboual, Cape Breton.
8 Apr.	"Stuart"	28 years.	Liverpool ..	(a) LL $\frac{1}{2}$ 100 AL (b) 800	Barque, L.	331	19	R. L. M'Nicholson	W. M. Nicholson & Co., Liverpool.	Liverpool ..	Wellington & Dun- edin, N.Z.	General ..	—	S.W. by E. 5	Port Ty Mawr, Carnarvon- shire.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, London, or Bureau Veritas, or (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1901. 7 Apr.	"Wendall Burpee" 3 years.	St. John, N.B.	.. ..	Schooner, W.	90	4	L. Merensburg ..	N. C. Scott, St. John, N.B.	New York ..	St. John, N.B.	Coal ..	3	E. 7	Broad Cove, Cape Elizabeth, Maine, U.S.A.
23 Apr.	"Artisan" .. 20 years.	St. John, N.B.	(a) R. Ver. S/S, L.L. for 4 years from 10.90. (b)	Barque, W.	1,022	10	S. Purdy ..	W. Thomson & Co., St. John, N.B.	Manila ..	Newcastle, N.E.W.	Ballast, 1 passenger.	—	E. 9	Cape Paterson, Victoria.
24 Apr.	"Mary Wadley" .. 27 years.	Hobart, Tasmania.	.. ..	Barque-entine, W.	159	9	I. T. Shimmis ..	Ford & Harris, Hobart, Tasmania.	Garden Island Creek, Tasmania.	Adelaide, S.A.	Timber ..	—	E. 9	Garden Island Creek, Tasmania.
24 Apr.	"Robraon" .. 1 year.	Greenock ..	(a) L.L. 100 AL. (b) L.L. ..	S.S., Steel..	4,411	216	L. M. Wilmer ..	Peninsular & Oriental Steam Navigation Co., London.	Shanghai ..	London ..	General, 70 passengers.	—	—	Western Island of Tung Yang, off China.
24 Apr.	"Winfield" .. 15 years.	Cardiff ..	(a) L.L. 100 AL. (b) 10.00.	S.S., I. ..	804	19	T. Gorvin ..	P. Thomas & C. H. Stokes, Cardiff.	Dezido ..	Cardiff ..	Iron ore ..	—	N.W. 2	Quise Rocks, near Trevose Head, Cornwall.
25 Apr.	"Lord Eglinton" .. 25 years.	Not registered	.. ..	Smack, W.	14	3	J. Fletcher ..	W. Smith, Loughglip, Argyllshire.	Ardrishaig ..	Ardsroon	Ballast ..	—	E. 4	Entrance to Ardsroon Harbour, Argyllshire.
26 Apr.	"Providence" .. 31 years.	Sunderland ..	(a) L.L. AL. (in red) L. (b) 10.1.	S.S., I. ..	1,164	19	J. R. Scarborough	Taylor & Sanderson, Sunderland.	Bilbao ..	Middlesbrough.	Iron ore ..	2	N.W. squally.	Bilbao Breakwater, Spain.
27 Apr.	"Athiasul Vohab" .. 15 years.	Not registered	.. ..	Munt, W.	56	11	Abdurahiman ..	Munday at Ahmed Kusti Amanath Kusti, Cannanore.	Beypoor ..	Cannanore	General ..	—	S.E. 6	Fort Rocks, Cannanore, W. coast of India.
27 Apr.	"Cher's Odo Kaypal" .. 5 years.	Not registered	.. ..	Odum, W.	20	14	Currim Oya, Androth.	.. ..	Androth ..	Mangalore	Rice, tobacco, salt, &c., 2 passengers.	—	S.S.W. 8	Mangalore, W. coast of India.
27 Apr.	"Destigral Umhra" .. 3 years.	Not registered	.. ..	Maohwa, W.	23	7	Kuyys ..	Apoat Hassan Bah, Bhutkul.	Calicut ..	Mangalore	Ballast ..	—	S.S.W. 8	Mangalore, W. coast of India.
27 Apr.	"Ody" .. 3 years.	Not registered	.. ..	Odum, W.	20	12	Manomed ..	Ashar Malimi, Kaveri.	Karrey ..	Mangalore	Copra, jaggery, and jara.	—	S.S.W. 8	Mangalore, W. coast of India.
27 Apr.	"Salamathy" .. 5 years.	Not registered	.. ..	Odum, W.	31	10	Uman ..	Malhas Oya, Alathy Divi.	Alathy ..	Mangalore	Piece goods, curry, fruit, and jara, 10 passengers.	—	S.S.W. 8	Mangalore, W. coast of India.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date	Name of vessel	Age	Registered	Flag	Tonnage	No. of crew	Name of captain	Place of origin	Destination	Contents	Weather	Place of loss
27 Apr.	"Balmory"	34 years	Not registered	..	27	8	Pooler ..	Uddle Bawa, Uddle	Mangalore ..	Tellicherry	S.S.W. 8	Mangalore, W. coast of India
28 Apr.	"Hydros"	13 years	British India (Not registered)	..	64	10	Ayappan ..	Kadan Kandy Mollin Ootry, Cochin	Cochin ..	Tellicherry	S 9	Tellicherry Roads, W. coast of India
28 Apr.	"Lecimipasa"	12 years	Native India ..	..	94	8	Hoera Mada ..	Hemmer Megh, Karachi	Cannanore ..	Calicut ..	S. to N.W.	Pudiyangudi, Calicut, W. coast of India
28 Apr.	"Pankida"	21 years	Native India ..	..	27	6	Jankub ..	The Mard Jeta, Bombay	Morsh ..	Bombay ..	S. to N.W.	Calicut, W. coast of India
28 Apr.	"Tavtally"	4 years	Not registered	..	100	12	Isack ..	Yoseff Karmaya, Karachi	Anchored in Calicut Roads	Calicut ..	S. to N.W.	Calicut, W. coast of India
28 Apr.	"Highland Forest"	17 years	Glasgow ..	..	995	16	A. Chapman ..	J. R. Cuthbertson & Co., Glasgow	New York ..	Freemantle, W.A.	N.N.E. to N.	Near Mandurah, Western Australia
29 Apr.	"Kundamrmy Faravy"	13 years	Not registered	..	111	10	Romado Dorniel	P. V. Ponnaya, Tuticorin	Tuticorin ..	Ponast ..	S.S.W.	Mangalore, W. coast of India
1 May	"Pearless"	18 years	Scarborough ..	..	27	7	R. Naylor	J. Ness, Bridlington Quay, Yorkshire	Scarborough, for fishing	Ballast ..	N.N.E. 2	Blarwick Steel Peak, Yorkshire
6 May	"Eastbourne"	23 years	Hull ..	..	1,465	25	A. C. Oakes	R. Morgan & Co., London	Hull ..	Salina ..	— 5	16 miles S.W. of Cape Bon-garoui, Algeria
7 May	"Foreland"	7 years	Glasgow ..	..	2,002	28	J. McIntosh ..	Clyde Shipping Co., Ltd., Glasgow	Bangoon ..	Bombay ..	W.S.W.	2 miles N.W. of Table Island Lighthouse, Andaman Islands, Bay of Bengal
7 May	"Schlewig"	26 years	Germany ..	..	1,000	28	I. Schittler	H. Diederichsen, Kiel, Germany	Port Antonio, Jamaica	Port Maria, Jamaica	Calm	Galena Point, Jamaica, W. Indies
7 May	"Tantallon Castle"	7 years	London ..	..	2,046	174	H. de la Cour Travers	D. Curris & Co., London	Southampton	Cape Town	Variable, 1	Robben Island, Cape Colony
12 May	"Oread"	19 years	Liverpool ..	..	774	17	T. Griffiths	W. J. Newton, Liverpool	Mollendo ..	Leboe de Aluena	S.E. 2	9 miles N. of San José, Peru
13 May	"Hermes"	2 years	Liverpool ..	..	2,160	40	J. N. Gross	British and American Steam Navigation Co., Liverpool	Moored in Table Bay, Cape Colony	Table Bay, Cape Colony	N.W. 12	Blauwberg Beach, Table Bay, Cape Colony
14 May	"Fortingale"	19 years	Cardiff ..	..	923	18	J. E. Evans	P. Morel, Cardiff	Nantes ..	Santander	Calm	Cape Menor Bocha, near Santander, Spain
16 May	"Enbia"	30 years	Norway ..	..	997	14	H. Hansen	C. Müller, Christiana, Norway	East London	Bathurst ..	E. 4	Near mouth of Ukuma River, Cape Colony

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS—continued.

Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
Ballast. 4 passengers.	—	Calm	St. Shott's Cove, Newfoundland.
Ballast ..	—	Calm	Off Stalthea, Yorkshire.
Gravel ..	—	E.S.E. 4	Spurn Beach; afterwards sank off Trinity Sand, Estuary of River Humber.
Ballast ..	—	Calm	N. of Sarslet Head, Caithness-shire.
Bath bricks and flooring tiles.	—	E.S.E. 3	Cloghy, co. Down.
Sugar ..	—	Calm	Near Papete, Tahiti, Society Islands, S. Pacific.
Ballast ..	—	S. 3	Warrenpoint, co. Down.
Ballast ..	—	S.W. 3	Garv Rock, La Jument Reef, Uchant, France.
General, 1 passenger.	—	W. 4	Near Cape Race, Newfoundland.
Flour and meal.	—	W. 4	2 miles S.E. of Coastguard Station, Doonoma, co. Mayo.
Coal ..	—	N.W. 7	St. Abbe's Head Lighthouse, Berwickshire.
Ballast ..	—	N.W. 6	Slitter Sand, River Humber.
Ballast ..	—	N.N.W. 9	Near Portmuckie, Banffshire.

Date of Casualty.	Age of Crew.	Port of Registry, or British.	(a) Class in Lloyd's Register, or Bureau Veritas (b) Date of last Survey.	(a) S.S., Steel.. (b) Lugger, W. (c) Sloop, W... (d) Schooner, W. (e) Ketch, W. (f) Barque, L... (g) Cutter (yacht), W. (h) Steam trawler, L. (i) S.S., Steel.. (j) Cutter, W. (k) Smack, W. (l) Dandy, W. (m) Logger (fishing), W.
190 17 M.	17 M.	roastle-on- yne.	(a) LL. 100 AL (b) 12.00.	S.S., Steel..
18 M.	18 M.	registered	.. ..	Lugger, W.
21 M.	21 M.	1 ..	.. ..	Sloop, W...
23 M.	23 M.	whined ..	.. ..	Schooner, W.
23 M.	23 M.	res ..	.. ..	Ketch, W. ..
24 M.	24 M.	Kington ..	(a) LL. 100 AL (b) 3.00.	Barque, L...
27 M.	27 M.	registered	.. ..	Cutter (yacht), W.
29 May	4 years.	.. ..	(a) LL. 100 AL (b) 4.00.	Steam trawler, L.
5 June	" Assyrian" 3 years.	Liverpool ..	(a) LL. 100 AL (b) 4.00.	S.S., Steel..
5 June	" St. Patrick" 3 years.	Not registered	.. ..	Cutter, W.
10 June	" Rose in June" 3 years. Age unknown.	Not registered	.. ..	Smack, W.
14 June	" Two Brothers" 30 years.	Grimsby ..	.. ..	Dandy, W.
17 June	" Isis Ann" 16 years. Fatherland.	Not registered	.. ..	Logger (fishing), W.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Date of Casualty	Name and Age of Vessel	Port of Registry, if British	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood	Tons Crew	Name of Master	Name and Address of Owner	Port sailed from	Port bound to	Cargo and Number of Passengers (if any)	Name and Port of Colliding Vessel	No. of Lives Lost	Wind	Place of Casualty
26 June	"Eobekke" 28 years	Norway	"	"	35	O. M. Nordens	F. V. Clausen & others, Bergen, Norway.	Oscarsund	London	Ballast	"	"	S.W. 8	1½ mile E. of Bolt Tail, Devonshire.
28 June	"Falkland" 13 years	Liverpool	(a) L. 14, 100 A.L. (b) 1891	Barque, Steel	2,676	G. S. Grade	N. MacVicar & A. E. Marshall, Liverpool	Tacoma	Plymouth, for orders	Wheat, 2 passengers	"	6 (crew)	S. 8	Bishop's Rocks, Scilly Isles
28 June	"Argo" 48 years	Norway	"	"	143	A. M. Andersen	Tonsberg, Norway.	Frederickstad	Kirkwall	Wood and bricks	"	"	S.E. —	E. side of S. Ronaldshay, Orkneys
28 June	"Magdalen" 36 years	Montrose	"	"	19	A. Donald	Johnshaven, Kincardineshire	Gordon	Kirkcaldy	Gravel	"	"	S. 6	Wormiston, Salmon Bothy, Fifeshire
28 June	"Louisiana" 80 years	Liverpool	(a) L. 14, 100 A.L. (b) 1891	S.S., I.	2,513	W. McNay	Elder, Dempster & Co., Liverpool	Liverpool	Quebec	General, 444 passengers	"	"	S.S.W. 4	Seal Cove, Newfoundland
28 June	"Wallada" 9 years	Parreboro, N.S.	"	"	249	D. Kemp	J. B. Westaway, Brooklyn, U.S.A.	Prize Fram	Acme and Boston	Palm oil and hoope	"	"	S.W. 4	Tende Point, W. Coast of Africa
27 June	"Mystery" 37 years	Gloucester	"	"	30	J. Brazard	W. F. Washbourne, Gloucester	Appledore	Bristol	Gravel	"	"	S. 3	Sprat Ridge; subsequently sank 1 mile N.E. by N. of Baggy Point, Devonshire
28 June	"Zover" 4 years	N. Shields	"	"	9	W. E. Aldred	W. Parry, jun., N. Shields	Hartlepool	for fishing	Ballast	"	"	Calm	Near Scutier Point, Durham
30 June	"Agave" Age unknown	Not registered	"	"	50	S. W. Willing	Pettibook Bros., Plymouth	Dredging in Plymouth Sound		Ballast	"	"	S. 7	Off West Hove Tarnes, Plymouth Sound
30 June	"Primrose" 13 years	Not registered	"	"	35	T. Evans	W. Fisher, Newport, Mon.	Newport, Mon., on pilot duty		Ballast	"	"	E. 4	½ mile off Lee Bay; afterwards beached on Sorey Hills, Devonshire

(3) COLLISIONS.

Date of Casualty	Name and Age of Vessel	Port of Registry, if British	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood	Tons Crew	Name of Master	Name and Address of Owner	Port sailed from	Port bound to	Cargo and Number of Passengers (if any)	Name and Port of Colliding Vessel	No. of Lives Lost	Wind	Place of Casualty
1896. — May	"Jane M." Age unknown	Colonial (not registered)	"	"	50	"	"	"	"	Unknown	S.S. "Thetis," Montreal	—	—	Charlottetown, Prince Edward Island

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas; (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 25 Jan.	"Paradiprasad" .. Age unknown.	British India. (not registered).	..	Sailing vessel, W.	19	..	..	..	Varavel ..	Bhavnagar	..	S.S. "Ponsani" of Glasgow.	—	—	Near Bhavnagar Light-house, Gulf of Cambay, W. coast of India.
20 June	"Beagle Martham" .. 22 years.	Onstham, N.B.	..	Barque, W.	778	11	G. R. Curwin ..	G. McLeod, St. John, N.B.	Philadelphia.	St. John, N.B.	Coal ..	U.S. schooner "Jeanie French" of Port.	1	—	About 40 miles S.E. by E. of Nantuxet Shoal Lightship, N. Atlantic.
14 July	"Moebe" .. 17 years.	Norway	..	Barque, W.	607	12	F. Lundin ..	G. O. Hørrig & Co. Farund, Norway.	Wester River Ems.	Savannah	Ballast ..	S.S. "Maling" of W. Harlepool.	—	Variable, 2.	7 miles W. of Drung-nan, Kent.
21 July	"Embleton" .. 19 years.	Liverpool	..	Barque, L.	1,106	13	J. Nelson ..	J. Porter, Liverpool.	Liverpool..	Wellington & Dundee, N.E.	General ..	S.S. "Campaspa" of Liverpool.	11	S.W. 3	37 miles N.E. of the Tinker, St. George's Channel.
21 July	"Siegrif" .. 3 years.	Russia ..	(a) R. Ver. S.S. G.L.L. for years from 1900. (b) 7.00.	Schooner, W.	194	8	J. Seebium, Reval, Russia.	..	St. Petersburg.	Berwick-on-Tweed.	Oil casks ..	S.S. "Rainbow" of London.	—	Calm	8 miles E. & N. of Berwick-on-Tweed.
29 July	"Tyr" .. 10 years.	Sweden ..	..	Schooner, W.	145	6	G. E. Wahlgreen.	G. Hamnerberg, Fyngholm, Sweden.	Charlestown.	Ystad	Coal ..	S.S. "Adarotte" of Glasgow.	—	S.W. 3	4 mile W. of Forth Bridge, Firth of Forth.
24 July	"Rhyt" .. 21 years.	Cardiff ..	(a) L.L. 100 A.L. (b) 8.00.	S.S., L.	797	19	C. E. Burnard	J. Gory & Sons, Ltd., Cardiff.	Androsan	Newport, Mon.	Ballast ..	S.S. "Boynton Grange" of London.	—	S.W. 3	30 miles N.E. of S. Bishop, St. George's Channel.
20 July	"Germania" .. 7 years.	Grimsby ..	(a) L.L. 100 A.L. Steam trawler. (b) 11.00.	Steam trawler, L.	66	9	T. W. Fysh ..	North Eastern Steam Fishing Co., Ltd., Grimsby.	Grimsby ..	Grimsby, for fishing.	Ballast, 1 passenger.	Danish S.S. "Jagersborg."	7 (crew).	W. 3	About 80 miles E. by N. of Rhyt, North Sea.
2 Aug.	"Ann Humphreys" .. 26 years.	Whitehaven ..	..	Schooner, W.	140	6	R. T. Hall ..	J. Hall, Artlow, co. Wicklow.	Ipswich ..	Plymouth	Manure ..	S.S. "Hesperia" of S. Shields.	—	W. by S.	6 miles E. by E. of the Owers Lightship, off Sussex.
5 Aug.	"Columbia" .. 18 years.	Holland ..	..	Schooner (fishing), W.	46	9	W. R. Hassell, Sable Island, W. Indies.	..	Port of Spain.	Trinidad ..	Ballast ..	U.S.A. schooner "Eleanor" of W. Clarke.	1	E.N.E. equally.	Near Diamond Rock, Trinidad, W. Indies.
5 Aug.	"Miss Peggy" .. Age unknown.	Not registered	..	Cutter (yacht), W.	3	3	R. H. Ourlet ..	G. Flock, East.	Betham, for a pleasure cruise.	..	Ballast ..	S.S. "Carrick Castle" of Belfast.	—	E. 1	Entrance to Victoria Channel, Belfast Lough.
5 Aug.	"Misco" .. 10 years.	London ..	(a) L.L. 100 A.L. (b) 2.00.	S.S., Steel..	1,468	21 & pilot.	R. S. Coode ..	Mango & Doree, London.	Newport, Mon.	Malta ..	Coal ..	S.S. "Glen Rose" of Cardiff.	—	W.N.W. 3.	4 mile N.W. by W. of English and Welsh Grounds Lightship, Bristol Channel.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

18 Aug.	"Prince Consort" 26 years.	N. Shields	(a) 11 $\frac{1}{4}$ 100 AL Steam trawler. (b) 100.	Steam trawler, L.	17	7	J. Laing	..	E. Laing, Aber- deen.	Aberdeen, for fishing.	Ballast ..	"S.S. "Spray," of Aberdeen.	—	S.E. 1	3 miles E. of Cove, Kin- cardine.
20 Aug.	"Greenwood" 31 years.	Newcastle-on- Tyne.	(a) 11 $\frac{1}{4}$ 100 AL (in red). (b) 7.48.	S.S., L. ..	877	15	J. Wilson	..	J. R. Tully, Newcastle- on-Tyne.	London ..	Ballast, 1 passenger.	"S.S. "Eulymee," of London.	—	N.N.E. 1	Outside S. Pier, S. Shields.
10 Sept.	"Mantis" 9 years.	Hull ..	(a) 11 $\frac{1}{4}$ 100 AL Steam trawler. (b) 8.00.	Steam trawler, L.	87	9	M. Macken- burgh.	..	British Steam Trawling Co., Lim., Hull.	Hull, for fishing.	Ballast ..	Dutch fishing lugger, "Door- drecht."	—	N.W. 3	About 100 miles N. by E. of Spurn Point, North Sea.
14 Sept.	"Rose Hill" 25 years.	Exeter ..	(a) 11 $\frac{1}{4}$ 100 AL (b) 11.10.	Barques- ting, L.	176	7	H. Langmaid..	..	H. B. Varwell, Exeter.	Telgmouth	Clay ..	German S.S. "Holtman."	7	E. 6	About 15 miles W.S.W. of St. Catherine's Lighthouse, Isle of Wight.
16 Sept.	"Phoebe" 9 years.	Peck, Isle of Man.	.. ..	Schooner, W.	78	4	C. Gill ..	..	E. T. Christian, Peck, Isle of Man.	Newcastle- on-Tyne.	Cement ..	S.S. "Duke of Lancaster," of Fleetwood.	1	S. 3	About 5 miles E.S.E. of New Island, off co. Antrim.
16 Sept.	"Gordon Castle" 20 years.	Glasgow	(a) 11 $\frac{1}{4}$ 100 AL (b) 9.00.	S.S., L. ..	1,306	22	W. Oasey	..	J. P. Macleay and T. W. McIntyre, Glasgow.	Barrow-in- Furness.	Iron ore, 2 passengers.	German S.S. "Stormarn."	19 (18 crew and 1 pas- senger).	Calm	15 miles W. of Cardigan Bay Lighthouse.
16 Sept.	"Stormarn" 20 years.	Germany	(a) B. Ver. 1 Div. S.S. G. L. L. from 4.00 (b) 4.00.	S.S., L. ..	205	14	A. Lehner	..	Nord Osee, Rhoderei, Hamburg.	Hamburg..	General ..	S.S. "Gordon Castle," of Glasgow.	—	Calm	15 miles W. of Cardigan Bay Lighthouse.
17 Sept.	"Bonito" 15 years.	Leith ..	.. ..	Steam trawler, L.	31	7	A. Horneburgh	..	A. Kay, Leith	Leith, for fishing.	Ballast ..	S.S. "Newport," of Leith.	—	Calm	3 miles E. of Cow Buoy, Firth of Forth.
17 Sept.	"Beetleaver" 9 years.	Hull ..	.. ..	Steam trawler, L.	36	9	J. Emsley	..	Humber Steam Trawling Co., Lim., Hull.	Hull, for fishing.	Ballast ..	Steam trawler "Danube," of Hull, and fish- ing dandy "Ex- press" of Lowest- oft.	—	S. 1	Near Bull Lighthouse, Estuary of River Humber.
17 Sept.	"Vri Gabroeders" 7 years.	Holland	.. ..	Yawl, W. ..	Un- known (may 40).	9	D. Boelvelde	..	A. C. Boelvelde, Schiedamschen- Holland.	Rotterdam, for fishing.	Ballast ..	S.S. "Eldorado," of Hull.	—	Calm	23 miles E. by N. & N. of Flamborough Head, Yorkshire.
24 Sept.	"Burnet" 24 years.	Marborough, Queensland.	.. ..	Ketch, W.	49	6	J. Datin	..	.. ..	.. ..	Unknown	S.S. "Quibling," of Sydney.	3	S.E.	Off Albert Bar, Queens- land.
26 Sept.	"Energy" 34 years.	Faversham ..	.. ..	Swedish barge, W.	37	2	T. Smith	..	J. Howford, Faversham.	London ..	Flints ..	S.S. "Paisley," of London.	—	N.W. 6	Near Ovens Bay, Gravesend Reach, River Thames.
26 Sept.	"Silver Stream" 27 years.	Llanelli	(a) 11 $\frac{1}{4}$ 100 AL S.S. for 7 years from 4.00 (in red). (b) 3.00.	Schooner, W.	129	6	P. Billings	..	T. Jones, Llanelli.	South- ampton.	Ballast, 1 passenger.	French S.S. "Vulcan."	—	W.N.W. 5	6 miles W.N.W. of Hartland Point, Devonshire

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS—continued.

Date of Casualty	Name and Age of Vessel	Port of Reg. or, if British, Port of	(a) Cause in Collision, or (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood	Tons C.ew.	Name of Master	Name and Address of Owner	Port sailed from	Port bound to	Cargo and Number of Passengers (if any)	Name and Port of Colliding Vessel	No. of Lives Lost	Wind	Place of Casualty
1900. 1 Oct.	"Blida" .. 30 years.	Liverpool ..	.. ..	S.S., I. ..	1,174	P. H. Tanner ..	Liverpool, and Brazil Plate River Plate Steam Navigation Co., Ltd., Liver- pool.	New York	Manchester	General .. passengers.	S.S. "Flagship," of Liverpool.	—	E.N.E. 3	Lat. 49° 10' N., long. 10° 10' W., N. Atlantic.
3 Oct.	"J. M. Martin" .. 7 years.	St. John's, N.F.L.	.. ..	Schooner, W.	31	.. ..	J. Martin, Burin, N.F.L.	.. ..	.. ..	Unknown	S.S. "Nether Holme," of Newport.	2	N.N.E. 3	4 miles S.E.W. of Cape Fino, N.F.L., N.
12 Oct.	"Susie May" .. 24 years.	Podatow ..	.. ..	Schooner, W.	97	R. May ..	T. May, Port Isaac, Corn- wall.	Par ..	Kirkcaldy	China clay	Cross Sand Light- ship.	—	W. 2	Cross Sand Light- ship, off Norfolk.
17 Oct.	"Emily" .. 27 years.	Faversham ..	.. ..	Topseil barge, W.	40	E. Wright, Milton-next-Sitting- bourne, Kent.	.. ..	London ..	Milton- next-Sit- ingbourne.	Manure ..	H.M.S. "Zebra"	—	S.S.W. 4	Off Garrison Point, Sheerness, Kent.
18 Oct.	"David" .. 28 years.	Cardiff ..	.. ..	Outter (pilot boat), W.	13	— Evans ..	Evans, Jones & Oreft, Port Talbot.	Port Talbot, crusting.	.. ..	Ballast ..	German S.S. "Marie Therese."	—	N.E. 5	5 miles S.W. of Port Talbot Breakwater, Glamorganshire.
22 Oct.	"Shagbrook" .. 16 years.	London ..	.. ..	S.S., Steel ..	322	J. W. Ebbett ..	A. C. Davies, London.	Barry ..	Havre ..	Coal ..	S.S. "Stokeley," of Cardiff.	—	N.E. 1	Off Havre, France.
28 Oct.	"H. M. C." .. 31 years.	Lowestoft ..	.. ..	Dandy, W.	59	H. G. Satter- field.	R. R. Jones, Lowestoft.	Lowestoft for fishing.	.. ..	Ballast ..	French schooner "Saint Mar- con."	3	S. 3	6 miles S.E. by E. of Lowestoft, Suffolk.
1 Nov.	"Annie" .. Age unknown.	Not registered	.. ..	Lugger, W.	1	S. Ladd, Margate.	.. ..	Margate for fishing.	.. ..	Ballast ..	H.M.S. "Sword- fish."	—	S. 2	14 miles N. of Margate Jetty, Kent.
7 Nov.	"Ameryllis" .. 26 years.	N. Shields ..	.. ..	S.S., I. ..	1,045	S. J. Yeo ..	W. Coupland, Newcastle- on-Tyne.	S. Shields ..	Savona, Italy.	Coal ..	German S.S. "India."	3	N.W. 5	Lat. 49° 20' N., long. 2° 20' W., N. Atlantic.
7 Nov.	"City of Vienna" .. 15 years.	Dublin ..	(a) 11. 1/2 100 A.I. (b) 3.00.	S.S., Steel ..	606	J. P. Cunning- ham.	J. Murphy, Dublin.	Swansea ..	Rotterdam	General and coal	A steamer, name unknown.	18	—	Supposed off the Cornish coast.
21 Nov.	"Albus" .. 6 years.	Stuelbourne, N.S.	.. ..	Schooner, W.	96	J. W. Eisen- hauser.	C. Locke, Lockport, N.S.	Turk's Island.	Lunenburg, N.S.	Salt and molasses.	S.S. "Nunidia," of Glasgow.	7	S.W. 5	Lat. 49° 10' N., long. 66° 20' W., N. Atlantic.
26 Nov.	"Emperor" .. 13 years	Hull ..	(a) 11. 1/2 13 A.I. (b) 3.00.	Ketch, W.	77	P. Salmon ..	Plymouth Mer- cantile Ship- ping Co., Lim., Ply- mouth.	Goole ..	Poole ..	Coal ..	German schooner "Adelheid."	—	S.S.E. 6	11 miles S. of Folk- stone, Kent.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

1 Dec.	"St. Omer" 4 years.	..	..	(a) L.L. 100 A.L. (b) 400.	S.S. Steel..	187	15	D. White	..	T. Heiton & Co., Lima, Dublin.	Tripport ..	Liverpool..	Sugar	..	S.S. "Volatic," of Belfast.	3	S.E. 2	About 6 miles E. of Skerries Lighthouse, off Anglesey.
8 Dec.	"Benona" 4 years.	..	..	..	Ketch, W..	37	9	C. Armes	..	A. S. Goulding, Kensington, Suffolk.	Lowestoft, for fishing.	..	Ballast	..	S.S. "Sardinian," of London.	8	W.S.W. 3	Entrance to Stamford Channel, off Lowestoft, Suffolk.
7 Dec.	"Dauntless" 30 years.	..	..	..	..	6	2	G. R. Read	..	H. J. Hancock, Bury.	Barry, seeking.	..	Ballast	..	S.S. "Aake Hall," of W. Hardepool.	—	W.N.W. 9	6 miles N.N.E. of the Fitzland, Devonshire.
8 Dec.	"Eagle" 11 years.	..	..	..	Ketch, W.	25	3	G. M. Moses	..	Moses Bros., Ramsgate.	Ramsgate, for fishing.	..	Ballast	..	Spiritual barge "Dawn," of London.	—	S.W. 6	5 miles S.E. by S. of N. Goodwin Light- ship, off Kent.
14 Dec.	"Elizabeth" 36 years.	..	..	..	..	About 4	2	J. McOrlady	..	Isleham Ferry, Woolston, Southampton.	Southampton, for fishing.	..	Ballast	..	Steam hopper barges "No. 65," of London.	2	W.S.W. 6	Near Nelsy Shoal Buoy, Southampton Water.
1921 4 Jan.	"Madras" 10 years.	..	..	..	..	60	9	T. O'Hara	..	The Hull Steam Plant & Ice Co., Ltd., Hull.	Hull, for fishing.	..	Ballast	..	Steam trawlers "Thetis" and "Mithras," of Hull.	—	Calim	Off St. Andrews' Dock, Hull.
4 Jan.	"Pavia" 2 years.	..	..	..	..	97	6	O. Paris	..	A. V. Conrad, La Haye, N.E.	Woody Island, N.F.L.	Boston, U.S.A.	Frozen berrings.	..	German S.S. "Zasman- Kara-Theresa."	—	N.N.W. 7	Lat. 44° N. long. 66° 40' W., N. Atlantic.
12 Jan.	"Tyrie" 2 years.	..	..	..	..	48	9	T. Craft	..	Fraserburgh & N. of Scotland Steam Travi- ling Co., Ltd., Fraserburgh.	Aberdeen, for fishing.	..	Ballast	..	S.S. "John Cover- dale," of Harle- pool.	—	S.E. by S. 3	9 miles S.E. by E. of Buchan Ness, Aber- deenshire.
21 Jan.	"Auguste" 16 years.	..	..	..	..	About 30	6	A. Halley	..	Trouville, France.	Trouville, for fishing.	..	Ballast	..	Spanish S.S. "Olasarri."	6	W. 4	25 miles W.S.W. of Portland, Dorset- shire.
21 Jan.	"Countess" 10 years.	..	..	..	..	21	8	W. Wood	..	T. Davidson, Aberdeen.	Aberdeen, for fishing.	..	Ballast	..	Steam trawler "Strathbran," of Aberdeen.	—	S.W. 5	About 16 miles E.N.E. of Aberdeen.
2 Feb.	"Five Sisters" 36 years.	..	..	..	..	28	8	R. Skelton	..	Mrs. F. R. Skelton, Hull.	At anchor in Hull Roads.	..	Ballast	..	Steam trawler "Rita," of Hull.	—	W. 2	Hull Roads, Yorkshire.
14 Feb.	"Selva" 16 years.	..	..	..	..	1,346	60	M. Kopp- staetter, pilot.	..	Deutsche Ost Afrika Linie, Hamburg, Germany.	Zanzibar ..	Bombay	General, 171 passengers.	..	S.S. "Daghestan," of Sunderland.	—	N.W. 5	Middle Ground, Bom- bay, W. coast of India.
15 Feb.	"Homer" 30 years.	..	..	..	..	319	17	R. J. Gent	..	Dick & Page, London.	London ..	The Tyne..	Ballast	..	Russian barque "Hoppe."	16	W. 9	About 16 miles E. & N. of Spurn, Yorkshire.
20 Feb.	"Netley" 36 years.	..	..	..	..	149	9	H. Winter	..	W. Watson, Sunderland.	Folkestone	Sunderland	Ballast	..	S.S. "Opal" of Dundee.	5	E.N.E. 4	About 2 miles S.W. of Ripwash Lighthouse, off Suffolk.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1801. 21 Feb.	"Lily of the Valley," 24 years.	Gt. Yarmouth	" "	Ketch, W.	28	W. Jenkins	Hewett & Co., Lima, London.	London	Britonferry	Scrap iron	S.S. "Mallard," of London.	—	W. 4	Near the Girdler Light- ship, Thames Estu- ary.
21 Feb.	"Maid of Mona," 25 years.	Plymouth	" "	Schooner, W.	120	T. Clemens	T. Jacka, New- quay, Corn- wall.	London	Newport, Mon.	Masture	S.S. "Achille Adam," of London.	—	W.S.W. 9	3 miles E. by N. of Varne Lightship, off Kent.
26 Feb.	"Samuel Laing," 47 years.	London	" "	S.S., L.	337	W. Schoobridge	W. Cory & Son, London.	Northfleet	Hartlepool	Chalk	S.S. "Chamela," of London.	1	S.S.W. 4	Near the Newarp Lightship, off Norfolk.
28 Feb.	"Indiana," 12 years.	Hull	(a) LL $\frac{1}{2}$ 100 AL. (b) 30th.	S.S., L.	1,422	F. Kershaw	Bailey & Leatham, Hull.	Burians	London	General	German S.S. "Washington."	—	W. 2	12 miles S. by E. of the Owers Lightship, off Sussex.
9 Mar.	"Annie," 24 years.	Littlehampton	" "	Ketch, W.	64	W. Mannel	J. Harvey, Littlehampton, Sussex.	Grays	Peole	Cement	French S.S. "Pae de Oubai."	—	E. 3	Off Admiralty Pier, Dover, Kent.
12 Mar.	"Devon," 41 years.	Plymouth	" "	Schooner, W.	90	J. Smith	J. Westcott, Plymouth.	Plymouth	Newport, Mon.	Artificial Manure	S.S. "Darro," of Barrow.	1	N. 2	3 miles W. of Breaksea Point, Glamorgan- shire.
21 Mar.	"Tay," 26 years.	Grazeingmouth	" "	S.S., L.	246	S. J. Pegas	The Antwerp S.S. Co., Ltd., London.	Antwerp	London	General, 3 passengers.	German S.S. "Oswenitz."	15 (12 crew and 3 passen- gers).	N.E. 19	Fishing Boats, Hol- land.
27 Mar.	"Ellbowee," 8 years.	Newry	(a) LL $\frac{1}{2}$ 100 AL. (b) 10th.	S.S., Steel.	78	J. Derham	Clairys S.S. Co., Lima, Newry.	London	Fraser- burgh	General	S.S. "Lord Kel- vin," of Liver- pool.	1	E. 3	Between the Morose and Nore Lightships, Thames Estuary.
21 Mar.	"Frederik Heide," 5 years.	Holland	" "	Steam trawler.	69	" "	Madschagrd Hock von Holland, Rot- terdam, Hol- land.	Fleetwood, for fishing.		Ballast	S.S. "Arzamour," of Glasgow.	7	W. 5	About 3 miles S. by W. of Alas Craig, Firth of Clyde.
17 Apr.	"Dreyer," 15 years.	London	(a) LL $\frac{1}{2}$ 100 AL. (b) 30th.	S.S., Steel.	579	T. M. Obyrne	J. F. Fenwick, London.	London	The Tyne	Ballast	S.S. "Drenia," of Scarborough.	—	Variable	About 24 miles N. of the Newarp Light- ship, off Norfolk.
20 Apr.	"Omnium of Oas- Fish," 57 years.	Buncorn	" "	Schooner, W.	86	T. Williams	W. R. Telf, Buncorn.	Bideford	Buncorn	Clay	S.S. "Eschreda," of Whitby.	2	S. 4	7 miles N.N.W. of Burry Point, Devon- shire.
23 Apr.	"Vesper," 15 years.	Not registered	" "	Cutter, W.	12	W. Matthews	J. Matthews, Plymouth.	Plymouth, for fishing.		Ballast	Brigantine "Union," of Plymouth.	—	N. 5	About 23 miles S.W. by W. of the Edystone, off Cornwall.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

24 Apr.	"Baby" .. 17 years.	..	Lerwick	..	(a) LL 7 AL from 594. (b) 298.	Schooner, W.	69	5	J. Hole ..	..	R. Norman, Walsley, Bromwich	London ..	Cardiff ..	..	Comment ..	S.S. "Hartville," pool.	..	E. 4	6 miles S.S.W. of Lundy Island, Bristol Chan- nel.
30 Apr.	"Guyers" .. 27 years.	..	Newcastle-on- Tyne.	..	(a) LL 1-90 AL (b) 418.	S.S., I. ..	326	13	A. Peacock ..	..	P. S. Haggie, Newcastle-on- Tyne.	Seaham ..	Fecamp ..	..	Coal	S.S. "Stephano- tis," of N. Shields.	..	S.S.E. 3	About 6 miles off Scarthen, Yorkshire.
30 Apr.	"Stephanotis" .. 20 years.	..	N. Shields	..	..	S.S., I. ..	600	16	R. Thompson ..	..	Robson, Brown & Co., Lim., Sunderland.	Elbe ..	Middle- brough.	..	Iron ore	S.S. "Guyers," of Newcastle-on- Tyne.	..	S.S.E. 3	About 6 miles off Scarthen, Yorkshire.
1 May	"Clara" .. 20 years.	..	Belfast ..	..	..	Brigantine, W.	107	4	J. Burns ..	..	A. McClure, Killybegs, co. Down.	Workington ..	Killybegs ..	..	Coal	German S.S. schooner "Mar- saret Jane," of Newry.	..	E.N.E. 4	Workington Channel, Cumberland.
1 May	"Margaret Jane" .. 20 years.	..	Newry ..	..	..	Schooner, W.	94	3	W. Chambers ..	..	W. McBurney, Annalong, co. Down.	Workington ..	Annalong ..	..	Coal	German S.S. schooner "Bavaria," and brigantine "Clara," of Belfast.	..	E.N.E. 4	Workington Channel, Cumberland.
3 May	"Welsh Girl" .. 20 years.	..	Charter ..	..	..	Schooner, W.	160	6	T. Brown ..	..	T. R. Bennett, Connah's Quay.	Poole ..	Antwerp ..	..	China clay	A steamer, name unknown.	..	N.N.E. 1	19 miles E. by N. of N. of S. Goodwin Light- ship, North Sea.
6 May	"Fadh" .. Age unknown.	..	Not registered	..	..	Lugger, W.	3	3	.. ..	..	J. Groat, S. Shields.	S. Shields, for fishing.	..	..	Ballast	Steam tug "Merch," of N. Shields.	1	N.N.E. 5	Off the Groyne Light, entrance to River Tyne.
14 May	"No. 33" .. Age unknown.	..	Not registered	..	..	Lighter, W.	28	1 & 2 in- board.	J. Viagas ..	..	M. E. Bland & Co., Gibraltar.	Plying in Gibraltar Bay. (In tow.)	..	..	..	Steam tug of Gibraltar.	..	E. 3	N. of detached Mole, Gibraltar.
2 June	"Longbird" .. 22 years.	..	Newcastle-on- Tyne.	..	(a) LL 100 AL (b) 301.	S.S., I. ..	1,206	23	O. E. Andersen	..	Dunford & Elliot, New- castle-on-Tyne.	Tyne Dock	Barcelona	..	Coal	Norwegian S.S. "Betul,"	1	S.W. 1	Between N. and E. Gardwin Lighthouses, off Kent.
6 June	"Dario A." .. 25 years.	..	Italy ..	..	(a) B. Ver. 56 A.L.L. (b) 18.	Barque, W.	1,016	16	P. Albino ..	..	L. Albino, Genoa, Italy.	Buenos Ayres.	Antwerp ..	..	Quebracho wood.	S.S. "Twilight," of Hartlepool	1	N.N.E. 1	17 miles S.W. of W. of the Wolf Rock, off Cornwall.
7 June	"Grace Mary" .. 25 years.	..	Not registered	..	..	Cutter, W.	3	2	N. Bate ..	..	A. J. Sanders, Barry Island, Glamorgan- shire.	On pilotage duty in Bristol Channel.	..	..	Ballast	French S.S. "Violette."	..	E.N.E. 5	About 3 miles S.S.W. of Wesley Breakwater, Somersetshire.
8 June	"J. Martin" .. 3 years	..	Buenos ..	..	(a) B. Ver. 33 G.L.I. for 9 years from 898. (b) 898.	Schooner, W.	197	6	D. Grünwald ..	..	Stahl, Berling & Grünwald, Kaiser, Kur- land, Russia.	Poway ..	Riga ..	..	Ulm clay	S.S. "Odessa," of Hull.	..	E.N.E. 4	About 9 miles S. & E. of the Eddystone, off Devonshire.
9 June	"Saxon Maid" .. 20 years.	..	Fleetwood	Schooner, W.	118	6	J. Tetla	Purser's Ship- ping Co., Lim., Fleetwood.	Grays ..	Lancaster	..	Whiting ..	S.S. "Agamen- non," of Liver- pool.	..	W. 1	A little below W. Shoos- bury Buoy, Sea Reach, River Thames.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST

(3) COLLISIONS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1901. 26 June	"Vreede" .. 30 years.	Holland	.. ..	S.S. I. ..	681	J. J. Schol.	Hollandische Stoomboot Maatschappij, Amsterdam, Holland.	Amsterdam	London	Ballast ..	S.S. "Stanford-ham" of New-castle-on-Tyne.	—	Variable	8 miles S. of Kentish Knock Lightship, Thames Estuary.

(4) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 22 Feb.	"Euparel" .. Age unknown.	British India (not registered).	.. ..	Sailing vessel, W.	19	.. ..	.. ..	Breoch ..	Kavi ..	Unknown	Burnt ..	—	—	Dashan Village, Ner-buda River, Gulf of Cambay, W. coast of India.
3 Aug.	"Primera" .. 26 years.	Liverpool	(a) L.L. 100 AL (b) 7.06.	Barque, I.	597	G. F. Thomas.	Danarland Guano Co., Ltd., London.	London	Walsh Bay, S.W. Africa.	Coal and general.	Burnt ..	1	S.E. 4	Lat. 29° 47' S., long. 15° 30' W., S. Atlantic.
19 Aug.	"Renown" .. 15 years.	Not registered	.. ..	Smack, (fishing), W.	17	.. ..	A. Ross, Borrowstones, Llanthegyn, W. Wales.	Moorad off Borrowstones.	.. ..	Ballast ..	Burnt ..	—	E. 6	Off Borrowstones Harbour, Llanthegyn, W. Wales.
5 Sept.	"Sarah" .. 3 years.	Belfast	.. ..	Steam yacht, W.	8	H. Savage	M. Moffat, Belfast.	Bangor, co. Down.	Portmah ..	Ballast ..	Burnt: (engine room lamp fell and exploded).	—	W. 5	About 12 miles E. of Black Head, co. Antrim.
27 Sept.	"Wild Rose" .. 12 years.	Brisbane	.. ..	Ketch, W.	45	R. Lang	W. J. Lang, jun., Brisbane.	Brisbane, for fishing.	.. ..	Ballast ..	Burnt ..	—	W.S.W. 4	About 25 miles S.E. by E. of Berry Head, Devonshire.
4 Oct.	"Baby" .. 15 years.	Liverpool	(a) L.L. 100 AL (b) 7.06.	Ship, I. ..	2,118	T. Jones	Leyland Ship- ping Co., Ltd., Liverpool.	Liverpool	Pasqua ..	Coal, 1 downway.	Spontaneous com- bustion of coal	—	E. 4	Abandoned in lat. 46° 10' S., long. 90° 30' W., S. Atlantic.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

19 Oct.	"Waybeck" 17 years.	St. John, N.B.	..	..	Schooner, W.	100	4	E. Edgett	W. A. Treeman, Albert, N.B.	Salmon, U.S.A.	Ellisboro, N.B.	Ballast ..	Capelized; subsequently towed into port and condemned.	1	N.N.E. 8	About 5 miles W.S.W. of Thatcher's Island, U.S.A.
18 Oct.	"Honest Boy" 27 years.	Rochester	..	..	Syrtsell, W.	37	3	T. Golding	S. Wakeley, Bathurst, Kent.	Oare Creek, Paversham.	London ..	Bricks ..	Struck by a shot from a gun-boat.	—	W.S.W. 8	Near Garrison Point, Sheerness, Kent.
24 Oct.	"Dauntless" 26 years.	Not registered	..	..	Coal hulk, W.	1,000	10	F. Ballesteros	C. W. Mathieson, Gibralter.	Moored in Gibralter Bay.	Gibralter Bay.	Coal ..	Spontaneous combustion of coal.	—	E. 8	Gibralter Bay.
26 Oct.	"Madura" 6 years.	Glasgow	..	(a) LL $\frac{1}{2}$ 100 AL (b) 800	S.S., Steel ..	1,770	24	T. Leock	Mackay and McIntyre, Glasgow.	London ..	Port Elizabeth.	Materials for huts.	Spontaneous combustion of felt.	—	S. 3	Lat. 10° 31' N., long. 10° 46' W., N. Atlantic.
3 Nov.	"Ottenspool" 15 years.	Liverpool	..	(a) LL $\frac{1}{2}$ 100 AL (b) 800	Ship, 1 ..	1,711	23	J. H. Beld	Leyland Shipping Co., Ltd., Liverpool.	The Tyne ..	Iquique ..	Co 1 ..	Spontaneous combustion of coal.	—	S. 3	Lat. 30° 28' S., long. 75° 9' W., S. Pacific; subsequently taken to Caldera.
15 Nov.	"Pyrenees" 9 years.	Glasgow	..	(a) LL $\frac{1}{2}$ 100 AL (b) 800	Barque, Steel.	2,100	20	R. Bryce	T. G. Hardie, Glasgow.	Tacoma, U.S.A.	Leith ..	Wheat and barley.	Burnt ..	—	E.S.E. 6	Lat. 10° S., long. 130° 05' W., S. Pacific; vessel beached at Manga Reva, Gambier Group.
20 Nov.	"Albion" 24 years.	Liverpool	..	(a) LL $\frac{1}{2}$ 100 AL (b) 800	Barque, L.	1,100	20	W. Evans	A. Webb & Co., Glasgow.	Glasgow ..	Sydney, N.S.W.	General & gunpowder.	Burnt ..	—	N. E. —	Lat. 23° 49' S., long. 25° 38' W., S. Atlantic.
3 Dec.	"Miss Roberts" 30 years.	S. Shields	..	..	Steam tug, W.	5	4	G. Hutchinson	T. Hutchinson, Monkwearmouth, Durham.	Sunderland, seeking.	..	Ballast ..	Discharge pipe burst; vessel sank.	—	S. by W. 2	44 miles E. of Hartlepool, Durham.
6 Dec.	"Maria Ballantine" 13 years.	Glasgow	..	(a) LL $\frac{1}{2}$ 100 AL (b) 1100	Ship, Steel	1,567	—	D. Jones	W. Lewis, Liverpool.	Lying at Iquique, Chili.	..	Nitrate of soda.	Burnt ..	—	—	Iquique, Chili.
11 Dec.	"Charles Francis" 17 years.	Plymouth	..	..	Ketch, W.	67	4	C. J. Mumford	W. C. Mumford, St. Mary's, Scilly.	Plymouth	St. Mary's, Scilly.	General ..	Lime cargo heaved; vessel beached and scuttled.	—	W.S.W. 8	16 miles S.S.W. of Dodman Point, Cornwall; vessel beached at Sutton Harbour, Plymouth.
24 Dec.	"Bon-chiro" 9 years.	Glasgow	..	(a) LL $\frac{1}{2}$ 100 AL (b) 200	Barque, Steel.	2,146	27	W. Couper	W. Law, Glasgow.	Lying at Piqueta.	..	Nitrate of soda and coal.	Burnt ..	—	—	Piqueta Bay, Chili.
40 Dec.	"Cock of the North" New.	Not registered	..	..	Smack, (Yacht), W.	3	2	J. Jackson	North Fails, Walney.	Morecombe	North Fails, Walney.	Ballast ..	Driven from moorings and swept to sea.	—	N.W. 8	Between S. end of Walney Island and Red, Walney Channel.
Suppressed 1900.	"Telephone" 10 years.	New Westminster, B.C.	..	..	S.S., W. ..	81	—	..	J. Leckie, Toronto, Ontario.	..	..	Unknown	Burnt ..	—	—	Vancouver, British Columbia.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(4) OTHER CAUSES—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1901. 19 Jan.	"Simon Peter" 43 years.	Hull ..	.. ..	.. ..	18	G. H. Gush ..	Mrs. M. A. Gush, Lyme Regis, Dorset.	Moored at Lyme Regis, Dorset.	..	Ballast ..	Sunk; subsequently broken up.	—	S.W. 6	Lyme Regis, Dorset.
1 Mar.	"Warfare" 6 years.	Brimham ..	.. ..	.. ..	40	W. H. Parnell, Brimsingham, Devonshire.	.. ..	Milford, for fishing.	..	Ballast ..	Struck by lightning; lost; subsequently abandoned.	—	W. 7.	26 miles N.N.W. of Goferry Head, Cornwall.
23 Mar.	"Glenquira" 1 year.	Aberdeen ..	.. ..	.. ..	41	A. Addison ..	Steam Herring Fish. Lim., Aberdeen.	Wick ..	Westray, Orkney.	Ballast ..	Burst ..	—	W. 3	About 8 miles N. of Skoul Head, Deerness, Orkney.
8 May	No Name .. Age unknown.	Not registered	.. ..	.. ..	2	J. Smith, Looe, Cornwall.	.. ..	Looe, for fishing.	..	Ballast ..	Carried; washed ashore and broken up.	3	E.N.E. 5	Near Looe, Cornwall.
30 May	"Colente Burrill" 26 years.	Tarmonth, N.S.	(a) B. Ver. S.S. L. 11 for 7 years from 1/1/07. (b) 11/00.	Ship, W. ..	1,704	C. A. Trevelyan ..	W. Burrill & Co., Portsmouth, N.S.	Marble ..	Victoria, B.C.	Ballast ..	Masts carried away; hull badly scratched; condemned.	—	E. 12	Lat. 30° 47' N., long. 120° 44' E., China Sea.

(5) MISSING VESSELS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	When last heard of or seen.
1886. —	"Fanny Skolfield" 26 years.	Singapore ..	.. ..	.. ..	1,084	21	R. Brothers ..	O. Eng. Heat. Singapore.	Muntong ..	Hong Kong	Wood ..	21	Not heard of since leaving Singapore on 2nd July, 1886.
1899. —	"Fty" 11 years.	Chatham, N.E.	.. ..	.. ..	12	4	.. ..	C. Robin, Collins & Co., Lim., Carqueet, N.E.	Carqueet, N.E., for fishing.	..	Ballast ..	4	Not heard of since sailing in June, 1899.
—	"Lallah Rookh" 24 years.	Townsville, Queensland.	.. ..	.. ..	40	4	.. ..	M. Rooney, Townsville, Queensland.	Townsville ..	Maryborough.	Unknown ..	4	Not heard of since being seen off L. island, Queensland on 2nd December, 1898.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

"Harold Borden" 8 years.	Windsor, N.B.	..	..	Schooner W.	149	6	M. Meliman ..	S. D. Shatner, ad- dress unknown.	Kingsport, N.S.	Havana, Cuba.	Potatoes & lumber	6	Not heard of since sailing on 26th December, 1900.
"Elizabeth Adams," 26 years.	Liverpool ..	..	(a) B. Var. 3/4, A.L.L. for 1 year from 5.50. (b) 5.50.	Barque, W.	375	10	C. G. Moberg, Wellington, N.Z.	..	Liverpool ..	Douglas Bay.	Coal ..	10	Not heard of since sailing on 31st January, 1900. Wreckage picked up near Holyhead.
"Preservance" 4 years.	Glasgow ..	..	(a) LL 1/4 100 AL (b) 5.50.	Ship, Steel	1,700	28	J. Davidson ..	A. Weir, Glasgow	Probolingo, Java.	Newcastle, N.S.W.	Ballast ..	28	Not heard of since sailing on 26th February, 1900.
"Nith" 40 years.	London.. ..	..	(a) LL 1/4 * A.L. (b) 5.50.	Barque, I.	900	17	J. Hartnell ..	J. I. Jacobs, Lon- don.	Port Tampa, Florida.	Sydney, N.S.W.	Phosphate	17	Not heard of since being spoken off Fowey Light, Florida, previous to 24th February, 1900.
"Ola" 1 year.	Auckland, N.Z.	..	..	S.S., W. ..	40	5	J. Johnson ..	Lape & Brown, Waikanae, N.Z.	Trading in the Tonga Islands.	..	General passenger.	6 (6 crew and 1 passen- ger).	Not heard of since leaving Niuafoa, Tonga Islands, on 31st March, 1900.
"Healthbank" 8 years.	Glasgow ..	..	(a) LL 1/4 100 AL (b) 12.00.	Barque, Steel	1,548	25	J. McMechan ..	A. Weir, Glasgow	Belo de Jazeiro.	Newcastle, N.S.W.	Ballast ..	25	Not heard of since sailing on 26th April, 1900.
"Yarasa" 8 years.	Greenock ..	..	(a) LL 1/4 100 AL (b) 11.00.	Ship, Steel	1,871	20	R. Robertson ..	J. D. Clark, Greenock.	Santa Rosalia	Liquique ..	Ballast ..	20	Not heard of since sailing on 6th June, 1900.
"Limache" 10 years.	Liverpool ..	..	(a) LL 1/4 100 AL AL * (1s red) L (b) 1.00.	Barque, I.	700	13	S. Amer ..	F. K. Vaughan, Liverpool.	Callao, Peru	Toopila, Chili.	Ballast ..	13	Not heard of since sailing on 12th July, 1900.
"Samuel Moss" 21 years.	Fowey ..	..	..	Schooner, W.	127	7	T. J. Mabry ..	S. Truscott, Charlestown, Cornwall.	Cadiz ..	St. John's, N.F.L.	Salt ..	7	Not heard of since sailing on 19th August, 1900.
"Pasey" About 26 years.	Not registered	..	..	Spritsail, W.	3	4	R. Furlong ..	P. Faraday & P. Kennedy, New Ross, co. Wex- ford.	Dunoon, for fishing.	..	Ballast ..	4	Not heard of since being seen off Broomhill Point, co. Wexford, on 31st August, 1900.
"Amelia Corkum" 9 years.	St. John's, N.F.L.	..	..	Schooner, W.	90	8	- Myrdon ..	R. E. Bishop, St. John's, N.F.L.	Oporto ..	St. John's, N.F.L.	Salt ..	8	Not heard of since sailing on 26th August, 1900.
"Seyern" 8 years.	Glasgow ..	..	(a) LL 1/4 100 AL (b) 5.00.	S.S., Steel..	1,125	31	J. W. Reid ..	W. R. Wilson, Baltimore, U.S.A.	Newport News.	Santos ..	Coal ..	31	Not heard of since sailing on 10th Sep- tember, 1900.
"Fly" 16 years.	Chatham, N.B.	..	..	Schooner, W.	14	4	.. ..	W. Freeling & Co., Lim., Shippe- gan, N.B.	Shippegan, N.B., for fishing.	..	Ballast ..	4	Not heard of since sailing on 11th Sep- tember, 1900.
"Manchester" years.	Liverpool ..	..	(a) LL 1/4 100 AL (b) 5.00.	Barque, Steel.	2,851	31	P. Clements ..	The Galgate Shipping Co., Lim., Liver- pool.	New York ..	Yokohama	Kerosene ..	31	Not heard of since being spoken in lat. 1° 18' N., long. 80° 54' W., N. Atlantic, on 23rd September, 1900.
"Genesis" 8 years.	Faversham ..	..	..	Ketch, W. ..	60	4	D. Marsh, jun. ..	Z. B. Truswell, Barnham-on- Crouch, Essex.	Teignmouth	London ..	Clay ..	4	Not heard of since sailing on 26th Sep- tember, 1900.

SEA CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(5) MISSING VESSELS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class is Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	When last heard of or seen.
1900.	"Bathdown" 18 years.	Dublin ..	(a) LL. $\frac{1}{2}$ 100 A.L. (b) 3.00.	Ship, Steel.	2,068	29	H. W. Dyke ..	Sir R. Martin, Dublin.	Tokohama ..	Paget Island, U.S.A.	Ballast ..	29	Not heard of since sailing on or about 2nd October, 1900.
"	"Falls of Invernaid" 13 years.	Glasgow ..	(a) LL. $\frac{1}{2}$ 100 A.L. (b) 3.00.	S.S., Steel..	1,792	24	O. Smith ..	The Star Shipping Co., Ltd., Newcastle-on-Tyne.	Newport News.	Buenos Ayres, via St. Lucia.	Coal ..	24	Not heard of since sailing on 4th October, 1900.
"	"Ladonians" Age unknown.	W. Hartlepool ..	"	Ketch, W..	47	3	E. Norton ..	D. T. Sharper, Junr., W. Hartlepool.	Seaham ..	Wood-bridge.	Coal ..	3	Not heard of since sailing on 26th October, 1900. Boat picked up off Yarmouth.
"	"Cape Wrath" 8 years.	Greenock ..	(a) LL. $\frac{1}{2}$ 100 A.L. (b) 11.50.	Barque, Steel.	1,908	30	O. Lampshire ..	W. Thomas, Liverpool.	Callao ..	Portland, Oregon.	Ballast ..	30	Not heard of since sailing on 2nd November, 1900.
"	"Diadem" 33 years.	Guernsey ..	"	Ketch, W.	60	4	M. Davey ..	R. O. Mauger, Swansea.	Swansea ..	St. Malo ..	Coal ..	4	Not heard of since being seen about 30 miles N.E. of the Longships, Cornwall, on 4th November, 1900.
"	"John" 35 years.	Padstow ..	"	Ketch, W.	39	3	J. Billing, Junr.	A. Stephens, Porth, St. Columb Minor, Cornwall.	Newport, Mon.	Porth, Cornwall.	Coal ..	3	Not heard of since sailing on 4th November, 1900.
"	"Charles Mitchell" 26 years.	Cardiff ..	"	S.S., I. ..	429	14	D. Richards ..	W. J. Tillet, Cardiff.	Barry Dock	Havre ..	Coal ..	14	Not heard of since passing the Lizard on 17th November, 1900.
"	"Andrada" 19 years.	Liverpool ..	(a) LL. $\frac{1}{2}$ 100 A.L. (b) 4.57.	Barque, Steel.	2,394	23	D. O. Thomas ..	E. & W. Roberts, Liverpool.	Santa Rosalia	Portland ..	Ballast ..	23	Not heard of since 12th December, 1900.
"	"St. Petroo" 7 years.	Padstow ..	(a) LL. $\frac{1}{2}$ 100 A.L. (b) 3.57.	Ketch, I. ..	83	4	F. Cooney ..	J. Hawken, Padstow.	Buncorn ..	Padstow ..	Coal ..	4	Not heard of since being seen off the Skerries, Anglesey, on 18th December, 1900.
"	"Tales" New.	Glasgow ..	(a) LL. $\frac{1}{2}$ A.L. (b) 12.00.	S.S., Steel..	201	16	A. Ruhe ..	W. Brown, Meadowdale, Renfrew.	Renfrew ..	Keshung, Formosa.	Ballast ..	16	Not heard of since passing Kildonan on 18th December, 1900.
"	"Mobile" 5 years.	W. Hartlepool ..	(a) R. Ver. I. 59, L.L. from 12.50. (b) 3.00.	S.S., Steel..	2,183	29	T. Whittingham ..	M. H. Bonley, W. Hartlepool.	Mobile ..	Bremen ..	Cotton, grain, meal, & lumber.	29	Not heard of since leaving Port Morgan, U.S.A., on 28th December, 1900.
1901.	"Anna Sarah" 41 years.	Ipewich ..	"	Sgrigantine, W.	124	6	W. Barnes ..	W. E. Dawson, Bradford.	Oxen ..	Bristol ..	Stones ..	6	Not heard of since leaving Lymington Roads on 1st January, 1901.
"	"Aladdin" 16 years.	Liverpool ..	(a) LL. $\frac{1}{2}$ 100 A.L. (b) 12.50.	Ship, I. ..	1,562	24	J. Butler ..	J. R. Hawes, Liverpool.	Java ..	Sydney, N.S.W.	Sugar ..	24	Not heard of since passing Goods Island, Torres Straits, on 7th January, 1901.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

	"Golden Plover" 22 years.	London..	(a) LL on 13 AL from 13 AL (b) 600.	Barque, Composite	500	N. Way ..	E. Ellis, London	Mauritius ..	Island of St. Brandon.	Ballast (about 30 tons.)	14	Not heard of since putting to sea from off St. Brandon (Dependency of Mauritius) on 10th January, 1901.
	"Launceston" 25 years.	St. John's N.F.L.	S.S. L ..	1,357	H. T. Reed ..	The "Launceston" S.S. Co. St. John's, N.F.L.	Adriatic ..	St. John's N.F.L.	Coal and safety out- riggers.	21	Not heard of since sailing on 24th January, 1901.
	"Federal" 11 years.	Melbourne ..	(a) LL 1 1/2 AL (b) 1,000.	S.S. Steel..	1,500	J. O'Neill ..	McGowan's, Melbourne & Co., Ltd., Mel- bourne.	Port Kembla	Albany ..	Coal ..	23	Not heard of since being seen off Cape Horn, Victoria, on 21st March, 1901.
	"London Lambert" 15 years.	Melbourne	Schooner, W.	60	E. J. Francis ..	R. B. McComas, Melbourne, Victoria.	Melbourne ..	Lanarcon, Tasmania.	Timber and oregon.	5	Not heard of since sailing on 21st March, 1901.
	"Wild Rose" 4 years.	Not registered	Fishing boat, W.	1	J. Pearce ..	H. Howell, Brighton.	Brighton, for fishing.	Ballast ..	Ballast ..	2	Not heard of since being seen on 21st May, 1901.

APPENDIX C.—Table 2.—Detailed Statement of Sea Casualties, involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which occurred on or near the Coasts of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels Abroad, or to British or Foreign Vessels on or near the Coasts of British Possessions Abroad, in three divisions, viz.: (1) Strandings, (2) Collisions, and (3) Casualties from other Causes.

(1) STRANDINGS.

Date of Casualty.	Names and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or British Vessels Survey. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Names of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1901. 19 Jan.	"Jannapress" .. Age unknown.	British India. (not registered).	.. ..	Sailing vessel, W.	25	—	.. ..	.. ..	Bombay ..	Whitby boulder.	.. ..	2	—	10 miles from Lighthouse, Gulf of Cam- bay, W. coast of India.
26 Dec.	"Pegasus" .. 16 years.	Liverpool ..	(a) LL 1 1/2 AL (b) 600.	Barque, L	2,438	23	T. A. Bailey ..	D. Corner & Sons, Liverpool.	San Francisco	Sharpness	Barley, 1 passenger.	11 (crew)	S.W. 10	Liverpool Point, Glamor- ganshire.
1901. 7 Feb.	"Blue Star" 24 years.	Liverpool ..	.. ..	Jigger, W.	70	2	S. Bowyer ..	The Liverpool Lighthouse Co., Ltd., Liverpool.	Liverpool ..	Saltney ..	Corn ..	1	W.N.W. 6	East Hoyle Bank, Liverpool Bay.
3 Apr.	"Ragnild" 25 years.	Norway	Brigantine, W.	140	6	O. Olsen ..	— Hansen, Por- grund, Nor- way.	Christiania..	Berwick ..	Ice ..	1	S. 2	Goswick Sands, Northum- berland.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(1) STRANDINGS—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1901. 19 May	"Kangaroo" 27 years.	Not registered	.. ..	Fishing boat, Canvas.	1	1	P. Haraghy, Derrygoose, co. Donegal.		Derrygoose, for lobster fishing.	Ballast ..	Ballast ..	1	S.W. 2	Wherryman's Beach, Sheep-haven, co. Donegal.
23 June	"Tweed" 36 years.	Faversham ..	.. ..	Barque—Sine. W.	175	7	O. Bowden ..	A. Nicholls, Whitstable, Kent.	Newcastle-on-Tyne.	Queens-town.	Coal ..	2	S.W. 7	Lymington Bank, Solent.

(2) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 21 July	"Dromedary" 19 years.	Glasgow ..	.. ..	S.S., I. ..	440	36	D. Carmichael ..	G. & J. Burns, Glasgow.	Ballast ..	Ardrum ..	Ballast, 700 passengers.	S.S. "Alligator," of Glasgow.	11 (passengers)	N.E. 1	Carriekfergus, Belfast Lough.
29 July	No name .. Age unknown.	Not registered	.. ..	Row boat (pleasure), W.	about 1.	3 boys	.. ..	P. Hansen, W. Harlepool.	.. ..	.. ..	Ballast ..	Steam tug "Steel" of W. Harlepool.	1	N.W. 4	Entrance to Channel, Harlepool.
24 Aug.	"Raijocotana" 27 years.	Glasgow ..	.. ..	S.S., I. ..	1,513	87	H. A. Sharp ..	British India Steam Navigation Co., Ltd., London.	Calcutta ..	Bangalore ..	General, 387 passengers.	Unregistered pilot tug of Gude, of Bangalore.	1 (passenger)	N.W. 4	Off Pilot Station, Bangalore, Burma.
7 Oct.	"Nautilus" 35 years.	London ..	.. ..	S.S., I. ..	447	18	H. G. French ..	General Steam Navigation Co., London.	Rotterdam ..	London ..	General ..	S.S. "Chydorak" of Sunderland.	1	S.W. 1	Lower part of Gravesend Reach, River Thames.
13 Oct.	No name .. Age unknown.	Not registered	.. ..	Pleasure boat, W.	1	4	.. ..	The Commanding Officer, Blackness Castle.	Queens-ferry.	Blackness ..	Ballast ..	Steam tug of Grangemouth.	1	Calm ..	Off Hopston Point, Firth of Forth.
10 Nov.	"W. B. Gladstone" 13 years.	Not registered	.. ..	Lugboat, W.	4	8	J. Jeffrey ..	D. Main, Findhorn.	Findhorn, on pilot duty.	.. ..	Ballast ..	Ketch "Alert," of Yarmouth.	6	W. 5	Entrance to Findhorn River, Nairnshire.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or British Vessel, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	General ..	Nature of Casualty.	No. of Lives Lost.	Wind.	Lat. 48° 30' N., long. 68° 20' W., N. Atlantic.
21 Nov. 1901.	"Huntides" 9 years.	Glasgow ..	..	..	3,107	W. S. Mads ..	The Allan Line Ltd., Glasgow.	Liverpool..	Portland, Maine.	General ..	Schooner "Alma," of Shelburne, N.E.	3	S.W. 5	Lat. 48° 30' N., long. 68° 20' W., N. Atlantic.
15 Feb. 1901.	"Hoyget" 25 years.	Buenos ..	..	(a) R. Ver. 54 A.I. for 4 years from 1901. (b) 1901.	607	P. E. Lindblom, Aba, Buenos.	..	Hull ..	Sepele ..	Ballast ..	S.S. "Homer," of London.	1	W. 6	About 15 miles E. & N. of Spurn, Yorkshire.
9 May	"Hodwen" 19 years.	Carmarvon ..	..	(a) 11. 1/2 19 A.I. (b) 1901.	90	T. Jones ..	H. Parry, Portmadoc, Carnarvonshire.	Fredrickstad.	Portsmouth.	Granite ..	French fishing-boat "B. Mille."	1	N.N.W. 6.	19 or 15 miles off Littlehampton, Sussex.
23 May	"Redbeart" About 10 years.	Not registered	..	..	1	J. Cammisch, York, Yorkshire.	..	..	..	Ballast ..	Unregistered "Hopper No. 2," of Middleborough.	1	—	Near the submarine Miners' Wharf, entrance to River Tees.

(3) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, or British Vessel, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1898.	"Chalmersford" 6 years.	Glasgow ..	..	(a) 11. 1/2 100 A.I. (b) 1901.	2,197	W. E. Thomson	J. Lilburn, Glasgow.	Liquique ..	Hamburg..	Coke ..	Decks swept ..	1	E.N.E. 13	30 miles N.W. of Lewis Island, N. Atlantic.
1900.	"Harrington" Age unknown.	British India (not registered).	..	..	19	..	..	Cutch Mandvi.	Kurrachee	Unknown	Capitised; subsequently covered.	3	— 9	Off entrance to Kurrachee Harbour, Sind, W. coast of India.
12 Jan.	"Goreygrange" Age unknown.	Native India..	..	..	6	..	..	Bhathe ..	Bharuagar	Unknown	Capitised; subsequently covered.	4	— 9	Near Bharuagar Light-house, W. coast of India.
17 Feb.	"Buparel" Age unknown.	British India (not registered).	..	..	11	..	..	Karaul ..	Surat ..	Unknown	Damaged (no particulars furnished).	1	—	Off Vesswa Creek, Bombay, W. coast of India.
26 Mar.	"Sanzona" 8 years.	Greenock ..	..	(a) 11. 1/2 100 A.I. (b) 1901.	1,900	J. L. Boyce ..	J. D. Clark, Greenock.	San Francisco.	Palmouth, for orders.	Wheat ..	Fore topgallant halyard carried away.	1	W. 7	19 miles S. by W. of San Francisco, N. Pacific.
27 Apr.	"Chocoma" 28 years.	Liverpool ..	..	(a) 11. 1/2 100 A.I. (b) 1901.	1,570	G. Davies ..	Liverpool Ship-ping Co. Ltd., Liverpool.	San Francisco.	English Channel, for orders.	Wheat ..	Deck, etc., damaged by heavy sea.	1	S.W. 11	Lat. 39° S., long. 118° W., S. Pacific.
1 May	"Chan Mackenzie" 12 years.	Glasgow ..	..	(a) 11. 1/2 100 A.I. (b) 1901.	1,500	R. J. MacMahon	R. J. MacMahon, Glasgow.	New York	Yokohama	Kerosene ..	Main topgallant carried away, &c.	1	W. 10	Lat. 41° 40' S., long. 87° 30' E., Indian Ocean.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CAUSES—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, Stock or Barrow, or (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 1 June	"Agnes Oswald" 24 years.	Glasgow	(a) LL 100 A1. (b) 2.00.	Ship, L.	1,300	T. R. Philip	W. Law, Glasgow.	London	Brisbane	General	Decks swept	1	- 9	Lat. 45° 8' S., long. 167° E., Indian Ocean.
2 June	"Minley Hall" 26 years.	Liverpool	(a) LL 100 A1. (b) 2.00.	Ship, L.	1,772	P. A. Logan	C. G. Dunn, Liverpool.	Liverpool	San Francisco.	General	Disrupted	3	N.W. 3	Lat. 33° 29' S., long. 69° 8' W., E. Atlantic.
15 June	"Pineal" 17 years.	Dublin	(a) LL 100 A1. (b) 1.00.	Ship, Steel	2,465	C. Archer	Sir R. Martin, Bart., Dublin.	Colon	San Francisco.	Gunny bags	Explosion of dis- tress signal cartridge.	1	—	Lat. 34° 29' N., long. 134° 40' W., N. Pacific.
16 June	"Mersey" 6 years.	London	(a) LL 100 A1. (b) 4.00.	Ship, Steel	1,713	G. Rock	C. A. Hampton, London.	Philadelphia	Calcutta	Lubricating oil	Decks swept	1	S.W. 9	Lat. 37° 11' S., long. 44° 25' E., Indian Ocean.
20 June	"Samaria" 33 years.	Liverpool	.. ..	S.S., L.	1,845	D. P. Thomson	Onward S.S. Co., Liverpool.	Liverpool	Gibraltar	General	Futtock rigging carried away.	1	Calm	Lat. 41° 28' N., long. 9° 40' W., N. Atlantic.
26 June	"Ebenesse" 24 years.	Port Louis, Mauritius	.. ..	Barques- sine, W.	317	J. Fellat	L. Rogers, Port Louis, Mauritius.	Mauritius	Guam	Ballast, 2 passengers.	Main boom car- ried away, &c.	1 (crew).	- 7	Lat. 30° 37' S., long. 75° 35' E., Indian Ocean.
26 June	"Isle of Rhin" 25 years.	Liverpool	(a) LL 100 A1. (b) 2.00.	Barque, L.	608	P. Sebire	J. Le Conteur, Hamburg, Germany.	Mauritius	Newcastle, N.S.W.	Ballast	Foot-ropes car- ried away.	1	S.W. 6	Lat. 30° S., long. 76° 49' E., Indian Ocean.
30 June	"Privateer" Age unknown.	Not registered	.. ..	Sailing boat, W.	2	A. Bonney	A. Pell, Antigua.	Antigua	for fishing.	Ballast	Capized; sub- sequently re- covered.	1	—	Off Pillar Rock, St. John's, Antigua, West Indies.
3 July	"Helene" 23 years.	Germany	(a) R. Ver. 5/6, A.L. for 6 years from 6.00. (b) 7.00.	Ship, W.	1,197	.. ..	Stadenburg, Wiedt & Co., Bremen, Germany.	Discharging at Thames Haven.	Thames Haven, Essex.	Naphtha, 2 passengers.	Ship struck by lightning causing explosion of naphtha vapour.	4 (crew).	N.E. 3	Thames Haven, Essex.
5 July	"Myosotis" 14 years.	Not registered	.. ..	Outrigger (fishing), W.	3	D. M. Cook	Frinton-on-Sea, Essex.	Frinton-on-Sea to a vessel in distress on Gunfleet Sands.	.. ..	Ballast	Capized; sub- sequently re- covered and repaired.	1	S.S.W. 5	Near Gunfleet Sands, Thames Estuary.
8 July	"John Bull" 20 years.	Belgium	(a) R. Ver. 1 3/4, P.L. from 5.00. (b) 5.00.	Steam tug, L.	64	.. ..	Union des Remorqueurs Belges, Antwerp, Belgium.	.. ..	.. ..	Ballast	Explosion of a shell which had been found and taken on board.	3	Calm	1 mile W. of Dungeness, Kent.
12 July	"Collette" 9 years.	Glasgow	(a) LL 100 A1. (b) 1.10.	Barque, Steel	1,361	W. Auld	A. Weir, Glasgow.	Tobago	Glasgow	Michel ore	Trawl sheet carried away.	1	E. 9	Lat. 65° 10' S., long. 136° 10' E., S. Pacific.
14 July	No Name Age unknown.	.. ..	.. ..	Coastguard dingy, W.	1	.. ..	.. ..	Challaborough, Devonshire, for fishing.	.. ..	Ballast	Capized; sub- sequently re- covered and repaired.	1	W. 3	Ragbury Bay, Devonshire.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Date	Ship	Age	Registered	Tonnage	Owner	Agent	Port of Origin	Destination	Cause of Loss	Losses	Persons on Board	Persons Lost	Location of Loss
16 July	"Ocean Queen"	Age unknown	Not registered	..	..	Dandy, W.	W. Haselgrove, Brighton.	Brighton, for a pleasure trip.	Ballast ..	Thrown on beam ends and tilted; subsequently recovered.	1 (passenger).	Sudden squall.	Off Brighton, Sussex.
17 July	"Fairfield"	5 years.	Not registered	..	..	Logger (drying).	J. Summers & others, Liverpool.	Belfast ..	Ballast ..	Misses meet carried away.	1	E.N.E., gusty.	6 miles E.E. of Broomy, Shetland.
18 July	"Birkdale"	8 years.	Liverpool	1,800	21 J. W. E. Davies	Barque, Steel.	Helenas Salt-Ing Ship Co., Ltd., Liverpool.	Newcastle, N.E.W.	Coal ..	Thrown on beam ends.	1	S. 12	Lat. 52° S., long. 17° E., S. Pacific.
19 July	"Nile"	14 years.	Glasgow	2,079	24 N. McCallum	Barque, L.	A. Brown, Glasgow.	San Francisco.	Wheat ..	Port sheet chain of upper top-sail carried away.	2	W. 8	Lat. 48° 45' S., long. 106° W., S. Pacific.
21 July	"Corryvreckan"	16 years.	Arbroath	1,265	— J. McLeod	Barque, Steel.	H. Hogarth, Glasgow.	Wellington, N.Z.	Ballast ..	Foot-rope carried away.	1	—	50 miles off Timara, S. Pacific.
21 July	No name	Age unknown.	Not registered	..	..	Fishing boat, W.	E. Burrows, Grange-over-Sanda, Lancashire.	Holme Island	Ballast ..	Capstern; subsequently recovered.	1	Calm	Off Big Otag, Holme Island, Morecambe Bay.
24 July	"Andres"	16 years.	Liverpool	1,035	— J. E. Ritchie	Ship, L.	E. & W. Roberts, Liverpool.	New York	Kerosene oil	Main royal tie carried away.	1	—	Lat. 40° 44' N., long. 106° 25' E., China Sea.
26 July	"Gardale"	15 years.	Liverpool	1,045	— T. W. Smith	Ship, L.	McVicar Marshall, Liverpool.	New York	General ..	Life line carried away.	1	—	Lat. 39° 11' S., long. 6° 54' E., S. Atlantic.
29 July	"Minnie"	14 years.	Not registered	..	..	Logger, W.	S. Ward, Scarborough.	Scarborough, for a pleasure trip.	Ballast, 2 passengers.	Bank; subsequently recovered.	1 (passenger).	W. by S., Squally.	1 mile off Scarborough, Yorkshire.
3 Aug.	"Three Friends"	70 years.	Ipswich	48	2 W. Brown	Barge, W.	A. J. Mom, Vange, Essex.	London ..	Asbes and breccia.	Capstern and subsequently recovered and repaired.	2	W. 8	Off Hole Haven, Essex, River Thames.
5 Aug.	"Avalon"	21 years.	Llanelli	1,260	— T. Lewis	Ship, L.	T. Roberts, Llanelli.	Cardiff ..	Coal ..	Loss of masts &c.	1	— 10	Lat. 34° S., long. 45° 40' W., S. Atlantic.
Aug.	"Queen Victoria"	15 years.	Glasgow	1,267	— W. Haydon	Ship, Steel.	J. Black & Co., Glasgow.	Berry ..	Coal ..	Gasket carried away.	1	—	Lat. 38° 40' S., long. 38° 40' E., Indian Ocean.
11 Aug.	"Albion"	17 years.	Liverpool	2,005	— G. H. Williams	Ship, L.	W. S. Milne, Liverpool.	Antwerp ..	General ..	Ring bolt on cathead carried away.	1	N.W. 10	Lat. 55° 30' S., long. 85° 18' W., S. Pacific.
13 Aug.	"Mascoote"	17 years.	Sunderland	2,016	— ..	S.S., L.	R. M. Hudson, jun., Sunderland.	Colombo ..	Ballast ..	Lamaretti bulk-head sprung out of place &c.	1 (a Lascar).	Cyclone	Lat. 19° 30' N., long. 85° 18' E., Bay of Bengal.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3). OTHER CAUSES—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 21 Aug.	"Bardhan" 8 years.	Glasgow	(a) L.L. 100 A1. (b) 12.08.	Ship, Steel	2,108	W. Arthur	J. Hamilton, Port Glasgow.	Toopilla	Brake	Nitrate of Soda.	Iron block for main top gal-lant stay car-ried away; sub-sequently re-covered.	1	Squally	Lat. 46° 2' S., long. 4° 30' W., E. Pacific.
28 Aug.	"St. Patrick" 2 years.	Not registered	..	Quince (fishing), Canvas.	1	M. McDonagh	McD. McDonagh, Middle Arran Island, co. Galway.	N. Arran Island.	Middle Arran Island.	Ballast	Capsize; subsequently re-covered.	1	E.N.E. 2	About 1 mile E. by S. of Kilroan Quay, N. Arran Island, co. Galway.
1 Sept.	"Enterprise" 10 years.	Not registered	..	Yawl, (pleasure boat), W.	1	D. Henderson	J. Thomson, Kirkcaldy.	Kirkcaldy, preliminary racing.	for a pre-mill before	Ballast	Capsize; subsequently re-covered.	1	N.W., Squally.	1 mile W. of Kirkcaldy, Fifeshire.
11 Sept.	"Gunford" 8 years.	Glasgow	(a) L.L. 100 A1. (b) 12.08.	Barque, Steel.	2,108	P. Macpherson	F. Briggs, Glas-gow.	Iquique	Hamburg	Nitrate of soda, 1 passenger.	Fore royal sheet carried away.	1 (crew)	Squally.	Lat. 34° 30' S., long. 84° W., E. Pacific.
18 Sept.	"Forest Hall" 17 years.	Liverpool	..	Ship, I.	1,800	W. J. Scott	O. G. Dunn & Co., Ltd., Liverpool.	New York	Shanghai.	Petroleum	Decks swept	1	—	Lat. 40° 30' S., long. 160° 30' E., Indian Ocean.
18 Sept.	"Ingoldaby" 19 years.	Cardiff	(a) L.L. 100 A1. (b) 14.08.	S.S., I.	740	H. Browne	E. Lee, Cardiff	Cardiff	Rocheport	Coal	Boiler explosion	1	—	Lat. 48° 7' N., long. 16° 16' W., Bay of Biscay.
21 Sept.	"Port Elgin" 7 years.	Glasgow	(a) L.L. 100 A1. (b) 9.08.	Ship, Steel	1,608	F. Hand	B. Crawford & R. J. Rowat Glasgow.	San Fran-cisco.	Queens-town for orders.	Wheat	Loss of sails	1	S.S.E. 15	Lat. 49° S., long. 110° W., E. Pacific.
22 Sept.	"Gleggill" 17 years.	Leith	(a) L.L. 100 A1. (b) 8.08.	S.S., I.	1,915	J. H. Davison	J. L. Gracie, Tynemouth.	Beirut	New York	General	Loss of boat	1	N.W. 4	Lat. 39° 48' N., long. 40° 31' W., N. Atlantic.
22 Sept.	"Lassie Burdill" 20 years.	Yarmouth, N.S.	(a) B. Ver. 5th L.L. for 5 years from 12.08. (b) 12.08.	Ship, W.	1,106	E. W. Spurr	W. Burdill, Jun., Yarmouth, N.S.	Ello de Janeiro.	New York	Ballast	Foot rope carried away.	1	—	Lat. 33° 48' N., long. 61° 00' W., N. Atlantic.
24 Sept.	"Pegasus" 18 years.	Liverpool	(a) L.L. 100 A1. (b) 1.08.	Ship, I.	1,408	—, Bailey	C. W. Coopers, Arbroath.	San Fran-cisco.	Sharpness	Barley, 1 passenger.	Block carried away.	1 (crew)	—	Lat. 36° 16' S., long. 131° W., E. Pacific.
24 Sept.	"Bance" New.	Grimsby	(a) L.L. 100 A1. (b) 4.08.	S.S., Steel.	74	J. Bowering	E. Sleight, Grimsby.	Grimsby, for fishing.	..	Ballast	Damaged by fire.	1	W. 4	About 150 miles N.E. of Spurn Point, North Sea.
— Sept.	"Greta" 1 year.	Dorchester, N.B.	..	Schooner, W.	146	..	H. W. Palmer, Dorchester, N.B.	St. Pierre, Aqueduct.	Sydney, C.R.	Ballast	Capsize; subsequently recovered and repaired.	6	Hurricane.	Off Bonarrie, Nova Scotia.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CAUSES—continued.

Date of Casualty	Name and Age of Vessel	Port of Registry, if British	(a) Class in Lloyd's Register, Liverpool Book or British Vessel Survey, (b) Date of last survey.	Description of Vessel, whether Iron or Wood	Tons	Name of Master	Name and Address of Owner	Port sailed from	Port bound to	Cargo and Number of Passengers (if any)	Nature of Casualty	No. of Lives Lost	Wind	Place of Casualty
1800. 16 Nov.	"Borneo" .. 5 years.	Newcastle-on-Tyne.	.. ..	S.S., Steel	2,944	D. C. Greger ..	Peninsular and Oriental Steam Navigation Co., London.	Calcutta ..	London ..	General .. about 14 passengers.	Rail, lifeboat, &c. damaged.	1 (crew.)	W.N.W. 10.	Off Ushant, N. Atlantic.
27 Nov.	"Royalist" .. 6 years.	London	.. ..	S.S., Steel..	2,386	S. Tierney ..	T. N. S. Angler, London.	Batavia ..	Vancouver, B.C.	Sugar ..	Steering gear broken, &c.	1 (a passenger)	W. 9	Lat. 49° 30' N, long. 169° E., N. Pacific.
5 Dec.	"L. G. Crosby" .. 10 years.	Yarmouth, N.S.	(a) R. Ver. 3/4 A. L.L. for 10 years from 11.90. (b) 8.98.	Brigantine, W.	268	—, Perry ..	G. H. Perry, N.S. Yarmouth, N.S.	New York	Rio Grande do Sul.	Oil and rods.	Part of deck load, trail, &c., carried away.	1	W. 10	Lat. 38° 35' N, long. 68° 30' W., N. Atlantic.
9 Dec.	"Culio" .. 13 years.	Liverpool ..	.. ..	S.S., Steel..	3,128	G. J. Owen ..	Oceanic Steam Navigation Co., Liverpool	Liverpool..	New York	General .. cattleman.	Tail - end shaft and propeller lost.	1 (crew)	W. 4	Lat. 61° 34' N, long. 21° 11' W., N. Atlantic.
10 Dec.	"Saxothine" .. 1 year.	Newcastle-on-Tyne.	(a) R. Ver. 1 3/4 L.L. from 10.98. (b) 10.90.	S.S., Steel ..	2,496	J. E. Waters ..	C. B. Hunting, Newcastle-on-Tyne.	Philadelphia	Cette ..	Petroleum	Life boat and bulwarks damaged.	1	— 10	Lat. 38° 35' N, long. 68° 40' W., N. Atlantic.
11 Dec.	"Amazon" .. 14 years.	Greenock ..	(a) L.L. 108 A.L. (b) 8.98..	Ship, I ..	1,901	W. J. Christie..	R. Hill, Greenock.	Antofagasta	Hamburg..	Nitrate of soda.	Decks swept ..	1	W.S.W. 12.	Lat. 50° E, long. 68° W., S. Pacific.
13 Dec.	"Beesdale" .. 9 years.	Liverpool ..	(a) L.L. 100 A.L. (b) 8.60.	Barque, Steel	1,371	R. Knox ..	W. Wainwright, Liverpool	Liverpool	Vancouver, B.C.	General ..	Decks swept ..	1	— 10	Lat. 41° E, long. 13° 18' W., S. Atlantic.
13 Dec.	"Olan Buchanan" .. 14 years.	Glasgow ..	(a) L.L. 108 A.L. (b) 11.10.	Barque, I..	1,947	T. Bankine ..	R. J. Dunlop, Glasgow.	Sharpness	New York	China clay & ballast	Loss of sails, &c.	1	— 9	Lat. 54° 20' N, long. 30° 20' W., N. Atlantic.
13 Dec.	"Domingo de Larrinaga" .. 1 year.	Liverpool ..	.. ..	S.S., Steel..	2,651	P. O'Brien ..	D. de Larrinaga, Liverpool	Liverpool	Port Rada, U.S.A.	Ballast ..	Bursting of main steam pipe.	3	W. 6	Lat. 35° 5' N, long. 50° 40' W., N. Atlantic.
13 Dec.	"Hecker" .. 10 years.	St. John, N.B.	(a) R. Ver. 3/4 L.L. for 6 years from 10.97. (b) 10.99.	Barque, W.	468	D. Merrill ..	C. McTrop, St. John, N.B.	Georgetown, Demerara	New York	Sugar ..	Main life carried away.	1	—	Lat. 39° 30' N, long. 78° 18' W., N. Atlantic.
13 Dec.	"Madura" .. 20 years.	Glasgow ..	.. ..	S.S., I ..	1,373	R. Browning ..	British India Steam Navigation Co., London.	Batavia ..	Calcutta ..	General ..	Cat davit guy parted.	1	—	Saugor Roads, India.
15 Dec.	"Sardinian" .. 26 years.	Glasgow ..	.. ..	S.S., I ..	2,788	J. M. Johnston	Allan Line S.S. Co., Ltd., Glasgow.	New York	Glasgow ..	General .. 28 passengers.	Ventilator, wheel-house, &c., damaged by heavy sea.	1 (crew)	N.N.W. 12.	Lat. 40° 20' N, long. 48° 57' W., N. Atlantic.
21 Dec.	"Osabris" .. 17 years.	Leith ..	(a) L.L. 108 A.L. (b) 4.00.	S.S., I ..	964	D. Thom ..	J. Cormack, Leith.	Bigo ..	Montrose..	General ..	Deck o.s.f.g.o broken, cabin gutted, &c.	1	S.W. 13	About 30 miles E.A.M. of Bourdysnes, North Sea.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Date	Ship	Age	Registered	(a) LL $\frac{1}{2}$ 100 AL (b) 300	(c) LL $\frac{1}{2}$ 100 AL (d) 300	Ship, Steel	Tonnage	Persons on board	J. G. Brisco	W. Montgomery, London	Table Bay	Gibraltar, N.Z.	Ballast	Deck's swept ballast shifted, etc.	No.	Direction	Location
26 Dec.	"Grace Harwar"	11 years.	London	..	..	Ship, Steel	1,750	—	J. G. Brisco	W. Montgomery, London	Table Bay	Gibraltar, N.Z.	Ballast	Deck's swept ballast shifted, etc.	1	—	S. Pacific.
26 Dec.	"May"	10 years.	Not registered	..	..	Smack (pleasure boat), W.	5	2 only on board	J. Ireland, Sandside, by Ulverston.	A. Jacobson, Bokel, Christiania, Norway.	S. Ulverston	Chapel Island.	Ballast	Capitain and unbeaten quently drifted ashore.	3	S.W. 5	Off Chapel Island, Morecambe Bay.
28 Dec.	"Borg"	4 years.	Norway	..	..	S.S., Steel..	738	16	..	A. Jacobson, Bokel, Christiania, Norway.	Seville	Glasgow	Iron ore	Decks swept	3	N.W. 10	About 15 miles W.S.W. of St. Ann's Head, Pembrokeshire.
28 Dec.	"Medway"	14 years.	Glasgow	..	..	S.S., Steel..	900	20	A. McDougall	W. Sloan & Co., Glasgow.	Swansea	Glasgow	General, 5 passengers.	Damage by heavy sea.	1 (crew)	W.N.W. 2	Between Lundy and Giddy Islands, Bristol Channel.
28 Dec.	"Repton"	6 years.	London	..	..	S.S., Steel..	1,828	24	H. Hook	Gairbairn, Pembroke & Co., London.	Glasgow	Rio de Janeiro.	Coal	Decks swept	1	W. 13	Lat. 51° 4' N., long. 6° 41' W., N. Atlantic.
1901. 7 Jan.	"William Law"	10 years.	Yarmouth, N.S.	..	..	Ship, Steel	1,881	—	H. F. Hurlbert	W. Law & Co., Yarmouth, N.S.	Newport, Mon.	Yokohama	Coal	Main upper top- gallant the cat- ried away.	1	—	Lat. 40° 34' S., long. 8° W., S. Atlantic.
8 Jan.	"Oare"	9 years.	Hull	..	..	Steam trawler, Steel	46	9	D. Foytson	Angle - Mor- wegian Steam Fishing Co., Lim., Hull	Hull, for fishing.	Yokohama	Ballast	Deck strained by heavy sea.	1	S.E. 4	300 miles N.N.E. of Spurn Point, North Sea.
9 Jan.	"Pamperuan"	3 years.	Not registered	..	..	Fishing coble, W.	3	7	T. H. Polmett, Redcar, Yorkshire.	Marika to assistance of stranded vessel.	Marika to assistance of stranded vessel.	Yokohama	Ballast	Capitain through fouling warp of rocket appa- ratus.	3	Calm	Marika Sands, York- shire.
9 Jan.	"Provider"	5 years.	Brixham	..	..	Ketch, W..	45	4	W. Tucker	H. Tolcher, Brixham, Devonshire.	Plymouth, for fishing.	Plymouth	Ballast	Popped by heavy sea.	1	S. 7	4 miles S.W. of Break- water Light, Ply- mouth.
12 Jan.	"Labooness"	30 years.	Liverpool	..	..	S.S., I.	1,951	—	J. S. Bennett	H. Brubler, Aurist, Liver- pool.	New York	Para	General	Port stairway to poop stove.	1	S.W. 10	Lat. 34° N., long. 60° W., N. Atlantic.
13 Jan.	"East Indian"	1 year.	Greenock	..	..	Barque, Steel.	1,603	24	T. Oath	Lang & Faison, Greenock.	Cape Town	Newcastle, N.S.W.	Ballast	Damage to sails, etc.	1	N. 9	Lat. 44° 45' S., long. 151° 36' E., S. Pacific.
19 Jan.	"Kohi"	20 years.	Liverpool	..	..	Ship, I.	1,882	—	J. Hughes	Str. E. P. Bates, Liverpool.	Chittagong	New York	June	Loss of sails, etc.	1	— 10	Lat. 29° 27' S., long. 150° 45' E., Indian Ocean.
19 Jan.	"Grace"	33 years.	Salcombe	..	..	Schooner, W.	94	5	W. Ellwood	W. R. Beer, Kingsbridge, Devonshire.	Plymouth	St. John's, N.F.L.	Ballast	Damage to bul- warks and rig- ging.	1	— 10	N. Atlantic.
19 Jan.	"King Fisher"	4 years.	Not registered	..	..	Fishing w. boat.	1	2	V. Girard, St. Heller's, Jersey.	St. Heller's, Jersey.	St. Heller's, for fishing.	St. Heller's, for fishing.	Ballast	Swamped; sub- sequently re- covered.	1	S.W. 5	Off Buse Rock, St. Aubin Bay, Jersey.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CAUSES—continued.

Date of Casualty.	Name and Age of Vessel.	Part of Register, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether iron or wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1901. 19 Jan.	"Patriarch" .. 11 years.	Cork ..	(a) LL 100 AL (b) 600.	S.S., Steel..	673	J. G. Francis ..	Cork S.S. Co., Lima, Cort.	Liverpool..	Amsterdam	General ..	Casks of carbolic acid broken, 3 men sent to secure them suffocated by the fumes.	3	W.S.W. 10.	Near the Longships, Corkwall
21 Jan.	"Lord Roberts" .. 1 year.	Hull ..	" ..	Steam trawler Steel	66	N. Michael ..	Yorkshire Steam Fishing Co., Ltd., Hull.	Hull, for fishing.		Ballast ..	Deck damaged, boiler stove, &c.	1	W.S.W. 6.	200 miles N.N.W. of Hoy Head, N. Atlantic.
22 Jan.	"Calcutta" .. 7 years.	Hull ..	" ..	Steam trawler, I	57	F. Evans ..	Hull Steam Fishing & Ice Co., Ltd., Hull.	Hull, for fishing.		Ballast ..	Loss of trawl ..	1	W.N.W. 9.	335 miles N.E. by N. of Spurn Point, North Sea.
24 Jan.	"Triumph" .. 5 years.	Not registered	" ..	Spriteall (fishing), W.	3	O. McVeigh .. Donegal.	Buscarra, co. Donegal.	Buscarra..	Newbridge	Ballast ..	Capsize; subse- quently re- covered.	3	— 9	Between Buscarra and Newbridge, Lough Swilly.
25 Jan.	"Star of the East" .. 25 years.	London..	(a) LL 100 AL (b) 600.	Barque, W.	724	— Rogers ..	Sir R. W. Cameron, London.	Apokland, N.Z.	New York	Kauri gum	Foot rope carried away.	1	—	Lat. 50° 30' S., long. 30° 30' W., E. Pacific.
27 Jan.	"Frances" .. 3 years.	Yarmouth ..	" ..	S.S. (mks- sels ves- sel), W.	63	O. Munning ..	J. H. Easter- brook, Outfield, Yarmouth.	Yarmouth, for fishing.		Ballast ..	Miscellaneous and skylight broken.	1	W.N.W. 11	Lat. 50° 20' N., long. 40° 30' E., North Sea.
28 Jan.	"Dorando" .. 6 years.	Grimsby ..	(a) LL 100 AL (b) 1130.	Steam trawler, Steel.	54	E. Lovett ..	Grimsby and North Sea Steam Trawl- ing Co., Ltd., Grimsby.	Grimsby, for fishing.		Ballast ..	Deck swept ..	1	N.W. 9.	About 170 miles E. by S. of Spurn Point, North Sea.
— Jan.	"Polly" .. 4 years.	Not registered.	" ..	Logmill (fishing), W.	1	J. Burgoyne ..	P. Burgoyne, Rothemay, Bute.	Toward ..	Rothemay..	Ballast ..	Supposed cap- size; subse- quently re- covered.	3	—	Supposed Rothemay Bay, Bute-shire.
2 Feb.	"Alarm" .. 43 years.	Plymouth ..	" ..	Keel, W..	13	E. C. Quick ..	L. J. Ganvy, Plymouth.	Paros, France.	Plymouth	Potatoes ..	Bulwarks, &c., damaged.	1	S.S.W. 4	30 miles S. of Sept Isles, English Chan- nel.
3 Feb.	"Ocean" .. 14 years.	London ..	(a) LL 100 AL (b) 600.	S.S., I ..	1,277	A. Fraser ..	R. Pickford & W. A. Black, Halifax, N.S.	Halifax, N.S.	Bermuda..	General ..	After rail carried away.	1	N.N.W. 10.	Lat. 30° 57' N., long. 64° W., N. Atlantic.
4 Feb.	"Belmont" .. 7 years.	Yarmouth, N.S.	(a) LL 100 AL (b) 600.	Barques- time, Steel.	246	A. Spears ..	W. L. Lovitt, Yarmouth, N.S.	New York	Buenos Ayres.	Lumber, 1 passenger.	Damaged by heavy seas.	1	Hurri- cane.	N. Atlantic.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Date	Ship	Age	Home	Registered	(a) L.L. $\frac{1}{2}$ 100 A.L. (b) A.L.	S.S. I.	No.	Name	Company	Port	Destination	General	Accident to steering gear.	1 (crew)	N.W.	Lat. 27° 10' N., long. 87° 30' W., N. Atlantic.
5 Feb.	"Marval"	10 years.	Glasgow	..	..	S.S. I.	1,922	J. Purdie	Trinidad Shipping & Trading Co., Ltd., Glasgow.	New York	Grenada ..	General, 27 passengers.	Accident to steering gear.	1	N.W. 6	Lat. 27° 10' N., long. 87° 30' W., N. Atlantic.
5 Feb.	"Mary Ann"	3 years.	Not registered	..	..	Cable (pilot), W.	3	J. Carter	W. Dixon, Redcar, Yorkshire.	8. Gare, to a Pilot barge, in R. Tees.	Ballast ..	Ballast ..	Sank; subsequently recovered & repaired.	1	N.N.E. 7	A Little N. of 4th buoy, Estuary of River Tees.
5 Feb.	"Dromore"	3 years.	Liverpool	..	..	S.S., Steel..	1,974	A. A. C. Jeffery	E. Johnston, Liverpool.	Galveston	Antwerp ..	Cotton, timber, coal, iron, & wheat.	Loss of boats, &c.	1	W.N.W. 9	Lat. 37° 30' N., long. 64° 40' W., N. Atlantic.
18 Feb.	"Dunboyne"	12 years.	Dublin	..	..	Ship, I.	1,380	J. O'Neill	Sir E. Martin, Dublin.	Corral, Okla.	Philadelphia.	Manganese ore, 3 passengers.	Decks swept ..	3 (crew)	W.S.W. 9	Lat. 48° 38' S., long. 88° W., S. Pacific.
21 Feb.	"Ant"	10 years.	Hull	..	..	Steam trawler, I.	60	M. M. Pettman	British Steam Trawling Co., Ltd., Hull.	Hull, for fishing	Hull, for fishing	Ballast ..	Bollard gave way, and head being crushed between warp and winch.	1	N. 2	200 miles N.N.E. of Spurn Point, North Sea.
22 Feb.	No name	6 years.	Not registered	..	..	Smack, W.	1	D. Foubier, Garth, Orkney.	Deerness, Orkney.	Deerness, for fishing.	Deerness, for fishing.	Ballast ..	Sank; subsequently covered.	1	W.N.W. 6	1 mile W. of Ward Holm, near Orkney.
26 Feb.	No name	6 years.	Not registered	..	..	Logboat (toy boat), W.	3	W. Rennie, N. Shields.	N. Shields.	N. Shields, seeking.	N. Shields, seeking.	Ballast ..	Capitain; subsequently covered and repaired.	3	S.E. 6	300 yards off Sharpness Point, Tynesmouth.
3 Mar.	"Nellie"	3 years.	Lowestoft	..	..	Keelch, W.	45	W. J. Head, Lowestoft.	Lowestoft.	Lowestoft, for fishing.	Lowestoft, for fishing.	Ballast ..	Boat, rattle, &c., smashed by heavy sea.	3	W.S.W. 9	13 miles N. by E. of Godrevy Light, Cornwall.
3 Mar.	"Beola"	10 years.	London	..	..	S.S. I.	1,223	..	Gordon Steam Shipping Co., Ltd., London.	Galveston	Rotterdam	General ..	Decks swept ..	3	- 10	Lat. 39° N., long. 50° 10' W., N. Atlantic.
5 Mar.	"Snowflake"	3 years.	Liverpool	..	..	S.S., Steel..	1,728	..	Bear Creek Oil and Shipping Co., Ltd., Liverpool.	New York	London ..	Refined petroleum.	Wheelhouse door carried away.	1	- 10	Lat. 50° 18' N., long. 13° 30' W., N. Atlantic.
6 Mar.	"Barton"	2 years.	Grimsby	..	..	S.S. I.	67	A. Smith	Standard Fish-ling Co., Ltd., Grimsby.	Grimsby, for fishing.	Grimsby, for fishing.	Ballast ..	Boat smashed, &c.	1	W. 9	About 100 miles from Iceland Firth, N. Atlantic.
20 Mar.	"King Bledyn"	7 years.	Glasgow	..	..	S.S., Steel..	1,479	T. Liddell	King Line, Ltd., Glasgow.	New York	Hull ..	General ..	Decks swept ..	1	N.W. to W.N.W. 12	Lat. 48° 30' N., long. 25° 30' W., N. Atlantic.
21 Mar.	"Huddersfield"	3 years.	Cardiff	..	..	S.S., Steel..	1,321	P. Hamon	J. Ruther, Cardiff.	Mobile ..	W. Harlepool, via Havre.	Pitch pine timber.	Decks swept, cabin wrecked, &c.	1	N.W. 12	Lat. 48° N., long. 40° W., N. Atlantic.

SEA CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(3) OTHER CARGES—continued.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1901. 21 Mar.	"King Bledtyn" .. 7 years.	Glasgow ..	(a) LL. Ver. 100 A.L. (b) 9.00.	S.S., Steel..	1,479	T. Laddell ..	King Line, Lim., Glas- gow.	New York	Hull ..	General ..	Lifboat and deck fittings, &c., carried away.	1	N.W. to W.N.W. 11	Lat. 49° 48' N., long. 46° W., N. Atlantic.
3 Apr.	"Lancastrian" .. 10 years.	Liverpool ..	.. .. .	S.S., Steel..	3,321	A. J. Davis ..	F. Leyland & Co., Lim., Liverpool.	Boston, U.S.A.	Liverpool..	General ..	Decks swept ..	1	E. 12	Lat. 49° 20' N., long. 25° 20' W., N. Atlantic.
5 Apr.	No name .. Age unknown.	Not registered	.. .. .	Sailing boat, W.	1	.. .. .	Boston Pilot Commission, Boston, Linco.	Chatham, Boston Deepsea, on pilot duty.		Ballast ..	Captured; sub- sequently re- covered.	2	—	Boston Deepsea, Lincoln- shire.
4 Apr.	"Alaska" .. 18 years.	Glasgow ..	(a) LL. Ver. 100 A.L. (in red) L. (b) 3.00.	S.S., I. ..	1,546	D. Macaulay ..	MacKay & McIntyre, Glasgow.	St. John, N.E.	Glasgow ..	Lumber ..	Decks swept ..	1	N.E. 10	Lat. 49° 2' N., long. 41° 25' W., N. Atlantic.
10 Apr.	"Marguerite Elise" .. 16 years.	France ..	(a) R. Ver. I. 34. L.L.I. from 1.00. (b) 3.00.	Barque, Steel.	1,255	— Delahaye ..	V. Vincent, Nantes, France.	Dunkirk ..	Saigon ..	Coal ..	Harbour lead gave way.	1	S.W. 6	Off Walmer, Kent.
11 Apr.	"Hippocrene" .. 12 years.	Liverpool ..	(a) LL. Ver. 100 A.L. (b) 3.00.	S.S., Steel..	1,723	W. Fackrell ..	British & South American Navi- gation Co., Lim., Liver- pool.	Liverpool..	Campana..	General ..	Explosion of main steam pipe.	2	—	S. Channel, Buenos Ayres.
17 Apr.	"Ramona" .. 5 years.	New Westminster, B.C.	.. .. .	S.S., W. ..	209	C. E. Seymour	Lower Fraser River Navi- gation Co., New West- minster, B.C.	New West- minster.	Chillawack	General, 17 passengers.	Boiler explosion	3 (crew).	E. Night	Head of McMillan Is- land, Fraser River, British Columbia.
22 Apr.	"Serena" .. 10 years.	Matland, N.S.	(a) R. Ver. 5/3. L.L.I. for 12 years from 12.91. (b) 6.00.	Ship, W. ..	1,594	H. McDougall	M. Dickie, Matland, N.S.	Sydney, N.S.W.	Rotterdam	Shale and tallow.	Decks swept ..	4	S.W. 9	Lat. 49° 4' S., long. 13° W., S. Atlantic.
13 May	"Andee" .. 27 years.	Hull ..	(a) LL. Ver. 100 A.L. (b) 7.00.	Barque, I..	361	E. L. Herbst ..	W. Moran, Hull	Fremantle	London ..	Jarrah wood	Dismasted, &c.; subsequently abandoned but recovered.	1	N.W. 13	Lat. 39° 20' S., long. 27° 30' E., Indian Ocean.
16 May	"William" .. 12 years.	Not registered	.. .. .	Lug sail, W.	2	I. Porritt, Staithes, Yorkshiro.		Staithes, for fishing.		Ballast ..	Swamped by heavy sea.	1	Calm	Off Staithes, York- shire.
14 June	"Clara" .. Age unknown.	Not registered	.. .. .	Yawl, W. ..	2	E. Rogers, Southwold, Suffolk.		Southwold, for fishing.		Ballast ..	Sank; subse- quently raised and repaired.	2	N.W. by N. 7.	Off Southwold, Suf- folk.
—	"Charles S. Whit- ney" .. 10 years.	Farreborg, N.S.	(a) R. Ver. 24. L.L.I. for 4 years from 7.00. (b) 4.01.	Ship, W. ..	1,653	L. Atken ..	G. D. Spicer, Spencer's Is- land, N.S.	Fleetwood	New York	Ballast ..	Loss of sails, &c.	1	Variable	Lat. 50° N., long. 20° W., N. Atlantic.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

Appendix C., Table 3.—Detailed Statement of Casualties Involving TOTAL LOSS OF VESSEL, which occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in four divisions, viz.: (1) Foundering, (2) Strandings, (3) Collisions, (4) Other Causes.

Note.—Casualties on the North American Lakes are tabulated as "River and Harbour" Casualties.

(1) FOUNDERINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or British Vetting, (b) Date of last survey.	Description of Vessel, and whether of Iron or Wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. —	"North Sea" 44 years.	Hull ..	.. ..	Keel, W. ..	41	—	.. ..	S. L. Wise, Hull	.. ..	.. ..	.. ..	—	—	Stone Ferry, River Hull.
1900. 18 Mar.	"Lucy James" 50 years.	Auckland, N.Z.	.. ..	Keel, W. ..	28	2	J. Francis ..	A. J. S. Gibbs, Devonport, Auckland, N.Z.	Trawling in Auckland Harbour, N.Z.	.. ..	Hay ..	—	—	Near Howick, Auckland Harbour, New Zealand.
2 July	"Lewis" 40 years.	Not registered	.. ..	Keel, W. ..	80	2	W. Sugden, Hull.	Hull ..	.. ..	Sheffield ..	Granite setts.	—	W. 4	Off Reeds Island, River Humber.
16 July	"Florence S." 2 years.	Dawson, Y.T.	.. ..	S.S., Steel..	59	—	.. ..	J. E. Fairbairn, Dawson, Y.T.	.. ..	.. ..	About 75 passengers.	3 (1 crew & 2 passengers).	—	Lewis River, Yukon Territory, Canada.
3 Aug.	"Joseph and Eliza" 47 years.	London..	.. ..	Lighter, W.	64	None on board.	.. ..	W. E. Sheppard, London.	Moored off Silvertown, R. Thames.	.. ..	.. ..	—	— 9	Off Silvertown, River Thames.
27 Sept.	"Arrow" .. Age unknown.	Not registered	.. ..	Flat, W. ..	40	None on board.	.. ..	J. Gordon & Co., Ltd., Liverpool.	Moored in Canada Dock, R. Mersey.	.. ..	Manure ..	—	—	Canada Dock, River Mersey.
27 Oct.	"Flora" 56 years.	London ..	.. ..	Topmull barge, W.	45	2	E. A. Birbright ..	W. C. E. Judd, London.	Beckton ..	Bainham ..	Coke ..	—	N.W. 8	Berling Reach, River Thames.
— Nov.	"E. Windsor" 30 years.	Wallaseburg, Ont.	.. ..	S.S., W. ..	59	6	S. Benedict ..	W. G. Scott, Wallaseburg, Ont.	Sarnia, Lake Huron.	Chatham, Lake Erie.	Gravel ..	—	—	River St. Clair, Canada.
1901. 16 Apr.	"Lord Hill" 70 years.	Not registered	.. ..	Flat, W. ..	60	2	.. ..	E. W. Connell, Ltd., & Co., Ltd., Liverpool.	Moored at Wallasey, R. Mersey.	.. ..	Offal ..	—	—	E. Fleet, Wallasey Dock Wall, River Mersey.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(2) STRANDINGS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 25 Dec.	"Albion" .. 11 years.	Windsor, N.B..	(a) B. Ver. 33 A.L.L. for 5 years from 4.99. (b) 4.99.	Barque, W.	610	—	S. S. Harris ..	R. McBride, New York, U.S.A.	'At Rosario.'	—	..	—	—	Rosario, River Parana, Argentine Republic.
1900. 17 July	"Orel" .. 9 years.	Buenos ..	(a) B. Ver. 33 G.L. for 5 years from 10.99. (b) 4.00.	Schooner, W.	168	7	J. Jaeger ..	M. Jaeger, Dago, Russia.	W. Hartle- pool.	Dago ..	Coal, pig- iron & ma- chinery.	—	S.W. 1	N. pier of inner lock, Hartlepool, Durham.
4 Sept.	"Florence" .. 17 years.	London ..	.. ..	S.S. Steel..	36	—	.. ..	Royal Niger Co., Lim., London.	Abutshi, R. Niger.	Omerum, R. Niger.	Palm ker- nals, palm oil and copra.	—	—	Near Omerum, River Niger, W. Africa.
12 Sept.	"Albacore" .. 26 years.	Baymanville, Ont.	.. ..	Schooner, W.	228	6	C. E. Redfern ..	Bradshaw & Co., Toronto.	Hamilton, Ont.	Oswego, N.Y.	Ballast ..	—	W. 6	Pearl, near Oswego, N.Y., Lake Ontario.
12 Sept.	"T. R. Merritt" .. 26 years.	Hamilton, Ont.	.. ..	Schooner, W.	228	7	W. A. Corson ..	R. O. Mackay, Hamilton, Ont.	Hamilton, Ont.	Oswego ..	Ballast ..	—	W. 10	8 miles W. of Oswego, N.Y., Lake Ontario.
16 Sept.	"Jabeda" .. 26 years.	Bombay ..	.. ..	S.S. I. ..	2,194	85	J. F. Tyndal ..	Halse Casurn Jocoth, Bombay.	Calcutta ..	Bombay ..	Coal.. ..	—	—	Baychuck Creek, River Hooghly, India.
20 Sept.	"St. Andrew" .. 15 years.	Owen Sound, Ont.	.. ..	S.S. W. ..	723	—	.. ..	J. Playfair, Mid- land, Ontario.	Jackfish ..	Port Arthur	Ballast ..	—	—	Blackhard Island, Lake Ontario.
28 Sept.	"Margaret Jane" .. 27 years.	Chester ..	.. ..	Sloop, W.	34	3	— Jones ..	W. Edwards, Tal-y-cath, Carmarthenshire.	Tal-y-cath ..	Railway Quay, R. Conway	Bricks ..	—	N. 4	Railway Quay, River Con- way.
15 Oct.	"Brick" .. Age unknown.	Not registered	.. ..	Sailing vessel, W.	—	7	D. Sutherland ..	McGibbin, Barns, Ont., Canada.	Sarnia ..	Blind River	Bricks, 2 passengers.	—	N.W. 6	S. point of Bear's Eump, Lake Huron, Canada.
27 Dec.	"Mille & Annie" .. Age unknown.	Not registered	.. ..	Outter (shrimper), W.	5	None on board.	S. G. Parry, Garston, Lancashire.	.. ..	Lying on beach at Garston.	—	..	—	W.N.W. 10	Garston, River Mersey.
— Dec.	"Webe" .. Age unknown.	Cewes ..	.. ..	Outter (yacht), W.	16	None on board.	.. ..	Col. Kingsley, Nenagh, Ireland.	Moored in Lough Derg.	—	Ballast ..	—	—	Og Dromenier, Lough Derg, Ireland.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Chas in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last survey.	Description of vessel, and whether iron or wood.	Tonn.	Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 14 July	"Minnie" .. 25 years.	Not registered	..	Lighter, W.	33	None on board	..	McDougall & Bonthron, Lim., London.	Moored off Dudman's Lower Dock, R. Thames.		Jute	S.S. "Joseph Rickett," of London.	—	E. 1	Off Dudman's Lower Dock, River Thames
26 July	"Albion" .. 25 years.	Cowes ..	..	Yawl (yacht), W.	18	None on board	..	T. Stanning, Plymouth.	Lying in Yard at Cremyll, R. Tamar.		Ballast	Sailing yacht "Mariposa," of London.	—	W. squally.	Cremyll, the Hamoaze, River Tamar.
30 July	"Mariposa" .. 27 years.	London..	..	Yawl (yacht), W.	10	1 only on board	W. Drake	— Croft, Plymouth.	Lying in Yard at Cremyll, R. Tamar.		Ballast	Sailing yacht "Albion," of Cowes.	—	W. squally.	Cremyll, the Hamoaze, River Tamar.
4 Aug.	"Eido" .. Age unknown.	Not registered	..	Smack, W.	5	2	P. Anderson	Mrs. Newson, Grimsby.	Grimsby, for fishing.		Ballast	Unregistered steam lifeboat "James Stevens."	—	N. 9	Royal Dock Basin, Grimsby.
14 Aug.	"Wizard" .. 30 years.	Newcastle-on-Tyne.	..	Steam tug, W.	15	4	J. Smith	P. Gray, Fell-ing shore-on-Tyne, Durham.	Moored above Pelaw, R. Tyne.		Ballast	S.S. "Lancaster," of Sunderland.	—	Calm	Above Pelaw, River Tyne.
27 Aug.	"Harelock" .. 54 years.	Liverpool	..	Fiat W. ..	55	3	S. Randles	T. J. May, Liverpool.	Birkenhead	Liverpool	Coal	Steam yacht "Rattler," of Glasgow.	—	E. 5	Abreast of Morpeth Dock, River Mersey.
6 Sept.	"Gray" .. 25 years.	London..	..	Spirital barge, W.	38	3	W. H. J. Lumley.	J. Bigg, London.	West Thurrock	Surry Canal, London.	Chalk	S.S. "Harry Morton," of London.	—	Calm	Halfway Reach, River Thames.
23 Oct.	"Charles & Eliza" .. 35 years.	Bochester	..	Tynall barge, W.	41	3	W. J. Fryer	W. Gibbs, London.	Gravesend	Limehouse, London.	Ballast	French S.S. "Charlotte."	—	S.W. 1	Barking Reach, River Thames.
27 Oct.	"Martha" .. Age unknown.	Not registered	..	Lighter, W.	54	1	W. Hare	Hammond & Co., London.	Blackwall (in tow.)	Shedwell	Ballast	S.S. "Snowflake," of Liverpool.	—	W. 5	Off Orbit Town, River Thames.
3 Nov.	"Ernest" .. Age unknown.	Not registered	..	Dumb barge, W.	55	2	J. H. Bull	J. Cooper, London.	Moored at Old Sun Wharf, R. Thames.		Tinned food, &c.	Norwegian S.S. "Byorn."	—	N.N.W. 1.	Old Sun Wharf, River Thames.
13 Nov.	"Myrah" .. 8 years.	Cowes ..	..	Cutter (yacht), W.	3	None on board	Capt. Rogers, Plymouth.	E. N. Stonehouse, Plymouth.	Moored at Cremyll, R. Tamar.		Ballast	Steam launch of H.M.R. "Improvable."	—	—	Off Cremyll, the Hamoaze, River Tamar.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(3) COLLISIONS—continued.

Date of Casualty	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 19 Nov.	"Beas" .. Age unknown.	Not registered	..	Steam launch, material unknown.	87	Abdul Mujiid..	.. ..	Armenian Ghat.	Armenian	Unknown	S.S. "Esed," of Calcutta.	—	—	Garden Reach, River Hooghly, India.
1 Dec.	"Mary" .. Age unknown.	Not registered	..	Coal punt, W.	36	.. ..	J. Burke & Son, E. Brisbane, Queensland.	Moored in Brisbane R.	Brisbane R.	Coal	S.S. "Gabo," of Melbourne.	—	—	Off Railway Wharf, & Brisbane, Queensland.
3 Dec.	"Castlemaine" .. 34 years.	Rochester	..	Spiritall barge, W.	30	T. Smith	The Excavator Co., Lim., London.	Greenhithe	Row Creek, R. Thames.	Sand	S.S. "Lancaster" of Sunderland.	1	E. 5	Off Beekton, River Thames.
26 Dec.	"Char" .. Age unknown	Not registered	..	Dumb barge, W.	55	.. ..	W. Cory & Son, Lim., London.	Moored in Galleons Reach, R. Thames.	Galleons	Coal	S.S. "Galka," of Southampton, and several unregistered dumb barges.	—	S.W. 6	Galleons Reach, River Thames.
26 Dec.	"Cynthia" .. Age unknown.	Not registered	..	Dumb barge, W.	50	.. ..	W. Cory & Son, Lim., London.	Moored in Galleons Reach, R. Thames.	Galleons	Coal	S.S. "Galka," of Southampton, and several unregistered dumb barges.	—	S.W. 6	Galleons Reach, River Thames.
26 Dec.	"Eagle" .. Age unknown.	Not registered	..	Dumb barge, W.	50	.. ..	W. Cory & Son, Lim., London.	Moored in Galleons Reach, R. Thames.	Galleons	Coal	S.S. "Galka," of Southampton, and several unregistered dumb barges.	—	S.W. 6	Galleons Reach, River Thames.
26 Dec.	"Friends" .. 46 years.	Bridgwater	..	Ketch, W.	31	T. Allen	L. Hole, Watchet, Somerset.	Moored in Watchet Harbour.	Watchet	..	Ketch "Express" of Bridgwater.	—	W.N.W. 10	Watchet Harbour, Somerset.
26 Dec.	"George May" .. 34 years.	Jersey	..	Ketch, W.	44	S. W. Norman	Mrs. S. C. Norman, Watchet, Somerset.	Loading at Watchet	Watchet	Paper &c...	Ketches "Express" and "Fionda" of Bridgwater, "Standard," of Fowey, and "Sprightly," of Padstow.	—	W.N.W. 10	Watchet Harbour, Somerset.
26 Dec.	"Hematite" .. 44 years.	Barrow	..	Schooner, W.	73	E. J. Bruford..	C. Vickery, Watchet, Somerset.	Moored in Watchet Harbour.	Watchet	..	Schooner "Josephine Marie," of Bridgwater.	—	W.N.W. 10	Watchet Harbour, Somerset.
26 Dec.	"Josephine Marie" .. 50 years.	Bridgwater	..	Schooner, W.	79	J. Wilkins	W. A. Bealey, Watchet, Somerset.	Moored in Watchet Harbour.	Watchet	Coal	Schooner "Hematite," of Barrow.	—	W.N.W. 10	Watchet Harbour, Somerset.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

26 Dec.	"Mary Lander" 56 years.	Bridgewater ..	..	..	Smack, W.	37	2	R. Bale ..	H. G. Norman, Watchet, Somerset.	Moored in Watchet Harbour.	Coal ..	Ketch "Friends of Bridgewater."	..	N.W. 10	Watchet Harbour, Somerset.
26 Dec.	"Bertha" Age unknown.	Not registered	..	..	Dumb barge, W.	80	None on board	..	W. Cory & Son, Lim., London.	Moored in Galleons Reach, R. Thames.	Coal ..	S.S. "Gaita," of Southampton, and several unregistered dumb barges.	..	S.W. 6	Galleons Reach, River Thames.
30 Dec. 1901.	"John James Clark" 16 years.	London ..	..	..	Spiritual barge, W.	46	5	J. Dixon	E. Miller, London.	Long Reach, R. Thames.	Thames ballast.	S.S. "J. R. Hinde," of London.	1	S.W. 3	Erith Reach, River Thames.
5 Jan.	"William Little" 57 years.	Becheater ..	..	..	Spiritual barge, W.	62	2	T. Gull ..	A. T. Hart, London.	Greenhithe	Breeze, passenger.	Schooner "Annie Park," of Barrow.	—	E. 3	Off Rochester, River Thames.
15 Jan.	"Cornwall" Age unknown	Not registered	..	..	Lighter, W.	60	1	..	Cory & Son, Lim., London.	Bugby's Reach, R. Thames.	Coal ..	S.S. "Teedale," of Middle- brough.	—	E. 1	Bugby's Reach, River Thames.
31 Jan.	"Charles" 45 years.	London ..	..	..	Topsail barge, W.	44	2	C. Honey	M. A. Phillips, New Hythe, Kent.	Hallington	Stones ..	Dutch S.S. "Gironda."	1	W. 1	Erith Reach, River Thames.
21 Feb.	"M. E. Hutton" 36 years.	Liverpool ..	..	..	Flat, W. ..	63	2	G. J. Garnett ..	Liverpool Lighterage Co., Liverpool.	Moored at Ellesmere Port.	Wheat ..	S.S. "Fulmar," of Cork.	—	N.W. 3	Ellesmere Port, Man- chester Ship Canal.
27 Feb.	"Quicksnip" 14 years.	Not registered	..	..	Steam derrick, W.	87	3	W. Worthington	Berrington & Co., Liverpool	Queen's Dock, Liverpool.	..	S.S. "Torrida," of Liverpool.	—	E. 1	Off Tranmere, River Mersey.
14 Mar	"Barking" 13 years	London ..	..	..	Lighter, W.	28	None on board	..	H. A. Cucke, London.	Moored off Brinkside, R. Thames.	Rubbish excavations.	S.S. "The Merrmaid," of London.	—	—	Off Bankside, River Thames.
12 Apr.	"Thomas" Age unknown.	Not registered	..	..	Spiritual barge, W.	50	2	G. F. Matthews	A. R. & S. Sales, Woolwich.	Woolwich	Live shells	Steam tugger "No. 8," of London.	1	N.E. 1	Off Woolwich Arsenal, River Thames.
3 May	"Northumbrian Maid." 68 years.	Campbelltown ..	..	..	Schooner, W.	80	3	H. Graham,	Campbelltown, Argyllshire.	Belfast ..	Artificial manure.	Ketch, "Lady Venture," of Belfast.	—	E.N.E. 6	Outside Clarendon Dock, Belfast.
9 June	"Guard" Age unknown.	Not registered	..	..	Hulk, W. ..	120	1	..	J. W. Cook & Co., Lim., London	Moored in Blackwall Reach, R. Thames.	Stores ..	Steam fish carrier "Progress," of Hull.	—	W. 1	Blackwall Reach, River Thames.

RIVER AND HARBOUR CASUALTIES.—VESSELS TOTALLY LOST AND LIVES LOST.

(4) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool, Book, or Bureau Veritas, (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tonnage.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1899. 24 Dec.	"Emily Jane" 16 years.	Sydney, N.S.W.	..	S.S., I. ..	80	W. Haynes	W. Bowring, Wentworth, N.S.W.	Wentworth	Wilcannia	General ..	Burnt ..	—	—	Avoca Cutting, River Darling, New South Wales.
1900. 26 Apr.	"Reindeer" 2 years.	Victoria, B.C.	..	S.S., W. ..	225	..	Yukon Hoek-inkwa Navigation Co., Ltd., Victoria, B.C.	Load up in Yukon River.		Ballast ..	Burnt ..	—	—	Five Finger Rapids Yukon River, Canada.
2 June	"Trail" 4 years.	New Westminster, B.C.	..	S.S., W. ..	418	A. Forslund	Canadian Pacific Railway Co., Montreal	Lying at Robson Wharf, Columbia River, B.C.		Ballast ..	Burnt ..	—	—	Robson Wharf, Columbia River, British Columbia.
17 Sept.	"Muriel" 16 years.	Annapolis, N.S.	..	Schooner, W.	149	P. Robbles	W. W. Clarke, Bear River, N.S.	Lying at Boston, U.S.A.		Ballast ..	Burnt ..	—	S.E. 4	Boston, Massachusetts, U.S.A.
9 Oct.	"City of Parry Sound" 11 years.	Collingwood, Ont.	..	S.S., W. ..	334	E. Walton	North Shore Navigation Co., Ltd., Collingwood, Ont.	Lying at Collingwood, Ont.		Ballast ..	Burnt ..	—	—	Town Dock, Collingwood, Georgian Bay, Ontario, Canada.
1901. 19 Feb.	"Henrietta" 31 years.	Rochester	..	Spiritual barge, W.	39	J. Perry	Southchurch Bridgefields Co., Ltd., London.	Shoebury-ness.	London ..	Bricks	Fouled moorings of hospital ship, capsized and sank; subsequently recovered and condemned.	—	Calm	Long Reach, River Thames.
26 Mar.	"Shadaco" 10 years.	Parreboro', N.S.	(a) B. Ver. 34, A.I.L. for 6 years from 7.5f. (b) 8.08	Barque, W.	1,011	E. W. Spurr	T. E. Morrison, New York.	Lying at Rosario.		Hay, bran, and maize.	Burnt ..	—	N. 3	Rosario, River Parana, Argentine Republic.
10 Apr.	"Royal City" 3 years.	New Westminster, B.C.	..	S.S., W. ..	126	J. L. Gard	W. West, Langley, B.C.	Moored at Mission City Wharf, Fraser River, B.C.		Unknown	Burnt ..	—	—	Mission City Wharf, Fraser River, British Columbia.
20 Apr.	"Karagola" 14 years.	Glasgow	..	S.S., Steel..	623	J. Bowman	British India Steam Navigation Co., Ltd., Glasgow.	Rangoon ..	Calcutta, via Chittagong.	General, 86 passengers.	Burnt ..	3 (1 crew and 2 passengers).	W. —	Alongside main wharf, Akyab, Burmah.

RIVER AND HARBOUR CASUALTIES—PARTIAL LOSSES WITH LOSS OF LIFE.

Appendix C.—Table 4.—Detailed Statement of Casualties, Involving PARTIAL LOSS OF VESSEL with LOSS OF LIFE, which occurred in Rivers and Harbours of the United Kingdom during the Year ended 30th June 1901, or were reported during the same period as having occurred to British Vessels in Rivers and Harbours Abroad, or to British or Foreign Vessels in Rivers and Harbours of British Possessions Abroad, in two divisions, viz.: (1) Collisions, (2) Other Causes.

(1) COLLISIONS.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Claim in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Name and Port of Colliding Vessel.	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 31 Aug.	"Harmont" 25 years.	W. Hartlepool	.. .. .	S.S., W. ..	39 only on board	R. Robinson ..	J. Burn, W. Hartlepool.	Moored at Sunderland.		Ballast ..	S.S. "Universal" of Sunderland.	1	W. 6	Custom House Quay, Sunderland, River Wear.
20 Nov.	"Florence" 19 years.	Stockton	.. .. .	S.S., I. ..	99	B. Biggs ..	R. E. Appleton, South Stockton.	Middlebrough.	Rochester	Iron plates ..	Unregistered hulk "No. 6"	1	—	Onatham Dockyard, River Medway.
20 Dec.	Boat of S.S. "Thorvaldsen," Age unknown.	Denmark	.. .. .	Row boat, W.	1	.. .. .	Dampskibe "Selkabet" "Danmark" (The, Sonne & Co.), Copenhagen.	(In dock.)		.. .. .	Supposed lighter and her own ship.	3	S.W. 10	Grangemouth Dock, River Carron.

(2) OTHER CAUSES.

Date of Casualty.	Name and Age of Vessel.	Port of Registry, if British.	(a) Claim in Lloyd's Register, Liverpool Book, or Bureau Veritas. (b) Date of last Survey.	Description of Vessel, and whether Iron or Wood.	Tons Crew.	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1900 5 May	"Kapartihala" 14 years.	Glasgow	.. .. .	S.S., Steel..	721 Un- der- way and some of the hull was damaged by a wh.	Butler ..	British India Steam Navigation Co., London.	Leaving at Calcutta.		General ..	Quack of sprits accidentally dropped into hold, setting fire to cargo.	5 (shore hands)	—	Calcutta, River Hooghly, India.

RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

(2) OTHER CAUSES—continued.

Date of Casualty	Name and Age of Vessel	Port of Registry, if British.	(a) Class in Lloyd's Register, Liverpool B.O.K. or Bureau Veritas. (b) Date of last survey.	Description of Vessel, and whether Iron or Wood.	Tonnage	Name of Master.	Name and Address of Owner.	Port sailed from.	Port bound to.	Cargo and Number of Passengers (if any).	Nature of Casualty.	No. of Lives Lost.	Wind.	Place of Casualty.
1900. 23 Aug.	"Deepdale" .. 20 years.	Sunderland ..	(a) L.L. $\frac{1}{2}$ 100 A1. (b) 12th.	S.S., I. ..	1,650	E. Peck ..	A. Laing, Sunderland.	Batavia ..	Calcutta ..	Ballast ..	Donkey stop valve broke.	1 (a Le- car).	—	Kidderpore Docks, Calcutta, River Hooghly.
1 Sept.	"Universal" .. 21 years.	Sunderland ..	(a) L.L. $\frac{1}{2}$ 100 A1. (b) 9th.	S.S., I. ..	810	R. H. Vincent..	The Taylor & Sunderland Steam Ship- ping Co., Ltd., Sunderland.	Lying at Lower Booya, R. Wear.		Gas coal ..	Explosion of coal gas.	1	—	Near Custom House, River Wear.
10 Sept.	"Ettrickdale" .. 6 years.	Glasgow ..	(a) L.L. $\frac{1}{2}$ 100 A1. (b) 1st.	S.S., Steel..	2,465	J. R. Stewart ..	R. MacKillop, Glasgow.	Lying at New York.		General ..	Jib halyards carried away.	1 (a Le- car).	—	Fig No. 22, New York, U.S.A.
17 Sept.	"Darband" .. 9 years.	British India; (not registered).	.. ..	Flat Steel	about 140	.. ..	.. ..	At Narasingunga.		Jute ..	Damaged by fire	1	—	Opposite Narasingunga, River Luckhys, India.
9 Oct.	"Bollo" .. 30 years.	Hull ..	.. ..	S.S., I. ..	1,453	A. Williams ..	T. Wilson, Sons & Co., Ltd., Hull.	Lying at Gothenburg, Sweden.		General ..	Main stop valve of port boiler burnt.	1	W. 2	Gothenburg, Sweden.
14 Oct.	"Little Harry" .. Age unknown.	Not registered	.. ..	Balling boat, W.	1	G. Barnett, Portsmouth.		Portsmouth, for fishing		.. ..	Capstan: subse- quently re- covered.	2	N.W. 6	Off Magazine, Tipnor, Portsmouth Harbour.
14 Oct.	"Oceanic" .. 1 year.	Liverpool ..	.. ..	S.S., Steel..	6,995	J. G. Cameron	Oceanic Steam Navigation Co., Ltd., Liverpool.	Anchoring in River Mersey to load for New York.		General ..	Chain ran out through absence of pin in shackle.	1	N. 9	Off Mariners' Home, River Mersey.
23 Oct.	"Mispah" .. 20 years.	Lowestoft ..	.. ..	Keel fishing, W.	52	.. ..	H. Holland, Lowestoft.	Moved in Lowestoft Harbour.		Ballast, & watchman.	Damaged by fire	1 (a watch- man).	W. 6	Lowestoft Harbour, Suffolk.
3 Nov.	"Beattie" .. 10 years.	Not registered	.. ..	Keel, W. ..	80	T. Leadbeater	Calder Carry- ing Co., Hull.	Halifax ..	Barren-oc- Humber.	Coke and empty bags.	Damaged by fire	1	S. 3	Cement Works, Zar- ton-on-Humber.
10 Nov.	H.M.S. "Sand- piper."	.. ..	.. ..	Gunboat, Steel.	35	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	1	Typhoon	Hong Kong.
23 Nov.	"Croydon" .. 2 years.	London..	(a) L.L. $\frac{1}{2}$ 100 A1. (b) 11th.	S.S., Steel..	2,410	.. ..	A. Freeland, London.	Lying in Kidderpore Docks, Calcutta.		Coal ..	Damaged by fire	2 (Chinese shore la- bourers).	—	Kidderpore Docks, Calcutta, River Hooghly.

RIVER AND HARBOUR CASUALTIES.—PARTIAL LOSSES WITH LOSS OF LIFE.

Date	Name	Age	Home	Registered	Liability	Steam	Value	Loss	Company	Location	Cause	Deaths	Remarks
28 Nov.	"Telena"	5 years	London	..	(a) £1,000 (b) 700	S.S., Steel	2,124	—	O. M. Patel	Shell Transport and Trading Co., London	Lying in Kidderpore Docks, Calcutta.	..	..
14 Dec.	"Herschel"	10 years	N. Shields	..	(a) £1,000 (b) 10,000	S.S., I.	1,000	19	R. S. Urell	E. Wallis, Cardiff	Barry	..	Explosion of coal gas.
1891. 28 Apr.	"Bathurst"	8 years	Liverpool	..	(a) £1,000 (b) 3,000	S.S., Steel	1,708	—	J. J. O. Mills	British and African Steam Navigation Co., Ltd., Glasgow	Liverpool River Congo.	..	Tube in port boiler burst.
10 June	H.M.S. "Daring"	..	..	..	..	Torpedo boat destroyer	200	..	..	..	..	..	Boiler explosion
10 June	"Elena"	30 years	Spain	..	(a) B. Ver. I, 3,3 A.L. from 1,300 (b) 3,000	S.S., I.	413	20	T. Aguirre	Serna S.S. Co., Bilbao, Spain	Liverpool	..	Boiler explosion
26 June	"Helensburgh"	18 years	Glasgow	..	(a) £1,000 (b) 7,000	Ship, I.	1,026	8 and 4 hours	J. Jefferson	Thorn & Cameron, Ltd., Glasgow	Moored in E. Bute Dock, Cardiff	..	Explosion of donkey boiler.
26 June	"Duke of Northumberland"	18 years	Not registered	..	..	Steam lifeboat, Steel	30	9	..	Royal National Lifeboat Institution, London	Birkenhead	..	Boiler explosion
26 June	"Maria"	30 years	Italy	..	(a) B. Ver. I, 3,3 A.L. from 600 (b) 300	S.S., I.	1,244	24	P. Marzulli	G. E. Lavarello, Genoa, Italy	Moored at Barry Dock	..	Explosion of coal gas.

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1902.

CASUALTIES TO SHIPS.

RETURN to an Order of the Honourable The House of Commons,
dated 24 March 1902 ;—for,

RETURN of CASUALTIES to SHIPS, in the form set out below, showing the date, the name and class of the Ship damaged, the nature of the accident, the number of persons injured, the number of deaths (if any), the result of any inquiry that may have been held into the circumstances, and time in dockyard for repairs, during the year ending the 31st day of December 1901 :—

Date.	Name and Class of Ship.	Nature of Accident.	Number of Persons injured.	Number of Deaths (if any).	Result of Inquiry (if any).	Time in Dockyard for repairs.

Admiralty,
17 December 1902. }

EVAN MACGREGOR,
Secretary.

(*Mr. Lough.*)

Ordered, by The House of Commons, to be Printed,
17 December 1902.

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1903.

CASUALTIES

Date.	Name and Class of Ship.	Nature of Accident.
1901.		
10 January -	"Rainbow," 2nd Class Cruiser -	Collision with Italian barque in the Hamoaze
14 January -	"Angler," Torpedo Boat Destroyer.	Collision with barge "Alfreda" in the Thames.
15 January -	"Sybille," 2nd Class Cruiser -	Grounded and lost in Lambert's Bay, Cape Colony.
January -	"Ferret," Torpedo Boat Destroyer.	Collision with launch belonging to H.M.S. "Impregnable."
January -	"Opossum" } Torpedo Boat Destroyers. "Vigilant" }	Collision - - - - -
1 February	"Daring," Torpedo Boat Destroyer.	Collision with S.S. "Princess May" at Spithead.
19 February	"Rocket," Torpedo Boat Destroyer.	Port engine disabled between Jamaica and Bermuda.
19 February	"Indefatigable," 2nd Class Cruiser.	Grounded when entering Port Antonio, Jamaica.
February	"Mermaid," Torpedo Boat Destroyer.	Collision with Dockyard wall, Chatham -
22 March -	"Research," Surveying Vessel - "Osprey," Torpedo Boat Destroyer -	} Collision at Portsmouth. "Osprey" damaged
March -	"Sylvia," Torpedo Boat Destroyer.	
9 April -	"Fawn," Torpedo Boat Destroyer.	Collision - - - - -
17 April -	"Glory" } 1st Class Battleships. "Centurion" }	Collision in Wu sung roadstead. "Centurion" damaged.
20 April -	"Dasher" } Torpedo Boat Destroyers. "Cynthia" }	Collision off St. Alban's Head, "Dasher" damaged.
10 June -	"Barham," 3rd Class Cruiser -	Grounded at Espardell Island - - -
10 June -	"Cygnet" } Torpedo Boat Destroyers. "Orwell" }	Collision in Pollenza Bay. "Cygnet" damaged.
10 June -	"Daring," Torpedo Boat Destroyer.	Bursting of boiler - - - - -
12 July -	"Hyacinth," 2nd Class Cruiser -	Bursting of tube in No. 10 boiler - -
16 July -	"Recruit," Torpedo Boat Destroyer.	Grounded in Solent - - - - -
22 July -	"Racer," Sloop - - -	Bursting of hose connected with No. 3 boiler
27 July -	"Tiger," Torpedo Boat Destroyer.	Collision with "Argus" at Haulbowline -
3 August -	"Viper," Torpedo Boat Destroyer.	Lost during fog between the Casquets and Alderney.

TO SHIPS.

Number of Persons Injured.	Number of Deaths (if any).	Result of Inquiry (if any).	Time in Dockyard for repairs.
—	—	No blame attributable to "Rainbow" - - -	21 days.
—	—	No inquiry; blame due to barge, Destroyer being at anchor.	14 days.
1	1	First Lieutenant, Lieutenant (N.), Sub-Lieutenant, and Gunner dismissed ship by Court-Martial.	Total loss.
—	—	- - - - -	10 days.
—	—	- - - - -	7 days ("Opossum").
—	—	Chief Gunner in Command reprimanded - - -	10 weeks.
—	—	- - - - -	2 months (5 months awaiting machinery from England).
—	—	Accident due to error of judgment on part of Captain. Cautioned.	3 weeks.
—	—	- - - - -	8 days.
—	—	Sufficient precautions not taken by "Osprey." Lieutenant in Command cautioned.	7 weeks.
—	—	- - - - -	10 days.
—	—	- - - - -	2 months.
—	—	No blame attributable - - - - -	3 weeks.
—	—	Accident partly due to "Dasher's" Officer of the Watch. Cautioned.	24 days.
—	—	Accident due to error of judgment in navigation -	8 days.
—	—	Accident due to an error of judgment on part of Commanding Officer of "Cygnets," and of Flotilla Commander, while manœuvring.	27 days.
8	2	No blame attributable - - - - -	7 months.
1	—	Admiralty decided there had been want of care in examining boilers, and cautioned those responsible.	2 days.
—	—	Lieutenant in Command reprimanded - - -	22 days.
—	1	Admiralty decided Engineer Officer in Charge had shown great want of professional judgment.	—
—	—	Lieutenant in Command reprimanded - - -	18 days.
—	—	Lieutenant in Command reprimanded for having taken insufficient precautions.	Lost.

Date.	Name and Class of Ship.	Nature of Accident.
8 August -	"Nile," 1st Class Battleship - } "Nautilus," Training Brig - }	Collision in Plymouth Sound. - -
17 August -	"Dolphin," Training Brig -	Collision with Norwegian S.S. "Hugin" at Dartmouth.
10 September	"Wizard," Torpedo Boat Destroyer.	Collision with Ryde ferry steamer at Portsmouth.
September	"Star," Torpedo Boat Destroyer	Collision - - - - -
18 September	"Cobra," Torpedo Boat Destroyer	Lost while on passage from the Tyne to Portsmouth.
18 September	"Indefatigable," 2nd Class Cruiser	Grounded in River St. Lawrence - -
September	"Havock," Torpedo Boat Destroyer.	Collision - - - - -
3 October -	"Angler," } Torpedo Boat De- "Salmon," } stroyers.	Collision at the Nore - - -
16 October -	"Ostrich," Torpedo Boat Destroyer.	Fouled "Monmouth" (hulk) at Devonport -
22 October -	"Electra," Torpedo Boat Destroyer.	Collision with vessel unknown during fog in the Tyne.
22 October -	"Peterel," } Torpedo Boat De- "Spiteful," } stroyers.	Collision during fog in the Tyne - -
25 October -	"Repulse," 1st Class Battleship	Accident to port engine off Moville - -
29 October -	"Thorn," Torpedo Boat Destroyer.	Ran down a boat belonging to H.M.S. "Forth."
30 October -	"Angler," Torpedo Boat Destroyer.	Collision with S.S. "Suffolk" in Felixstowe Harbour.
6 November	"Proserpine," 3rd Class Cruiser	Collision during fog with "Koningen Regentes" (Royal Zealand S.S. Co. Mail Packet).
9 November	"Royal Sovereign," 1st Class Battleship.	Gun accident in Mediterranean - -
12 November	"Flora," Coast Guard Cruiser -	Wrecked during gale in Kingstown Harbour
13 November	"Active," Coastguard Cruiser -	Wrecked during gale off Granton - -
2 December	"Salmon," Torpedo Boat Destroyer.	Collision with S.S. "Cambridge" at Harwich
6 December	"Wizard," Torpedo Boat Destroyer.	Collision with tug at Portsmouth - -
9 December	"Sans Pareil," 1st Class Battle- ship. } "Rinaldo," Sloop - }	Collision at the Nore - - - -

Number of Persons injured.	Number of Deaths (if any).	Result of Inquiry (if any).	Time in Dockyard for repairs.
—	—	- - - - -	11 days ("Nile"). 23 days ("Nautilus").
—	—	No blame attributable - - - -	8 days.
—	—	No blame attributable - - - -	26 days.
—	—	- - - - -	13 days.
—	67*	Loss due to structural weakness - - -	Total loss.
—	—	No blame attributable. Ship in charge of pilot -	2½ months.
—	—	- - - - -	8 weeks.
—	—	Lieutenant in Command of "Angler" reprimanded	15 days ("Angler"). 21 days ("Salmon").
—	—	Coxswain of "Ostrich" misunderstood order -	26 days.
—	—	No blame attributable - - - -	49 days.
—	—	No blame attributable - - - -	18 days.
—	—	No blame attributable - - - -	8 weeks.
—	3	Lieutenant in Command of "Thorn" severely reprimanded and dismissed ship.	—
—	—	No inquiry; blame due to "Suffolk" destroyer being at anchor.	22 days.
—	—	No blame attributable - - - -	33 days.
19	6	Due to a miss-fire; no blame attributable - -	8 weeks.
—	—	No blame attributable - - - -	Lost.
3	20	No blame attributable to any of survivors - -	Total loss.
—	2	Court-Martial acquitted Lieutenant in Command of blame.	26 days.
—	—	Accident due to error of judgment on part of Gunner in Command of "Wizard."	18 days.
—	—	Accident due to error of judgment on part of Commanding Officer of "Rinaldo."	10 days.

* Including 23 civilians.

CASUALTIES TO SHIPS.

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(*Mr. Lough.*)

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